

City of  
**Corcoran**

# General Plan Update

ADOPTED MAY 19, 1997

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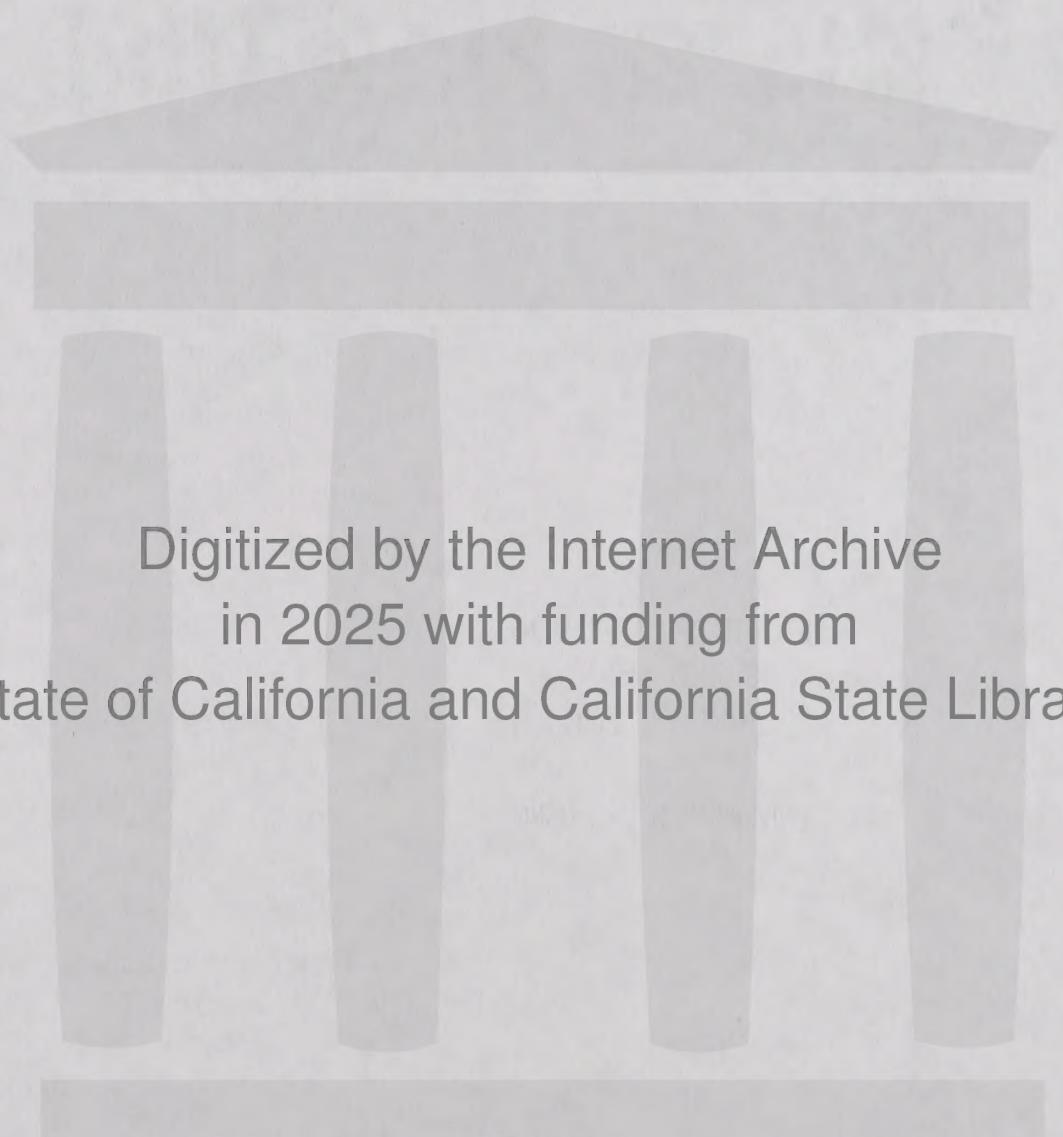
**City of Corcoran**  
1033 Chittenden Avenue  
Corcoran, California 93212  
209/992-2151

*prepared by:*

**Valley Planning Consultants, Inc.**  
4317 N. Golden State Blvd., Suite 106  
Fresno, California 93722  
209/276-1022

*in association with:*

**kdAnderson**  
Transportation Engineers



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**CITY OF CORCORAN GENERAL PLAN  
ADOPTED  
MAY 19, 1997**

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## PREFACE AND ASSUMPTIONS

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### INTRODUCTION

California has instituted various statewide planning policies and laws, but the responsibility of implementing most of these policies is left to local government. Local government receives the power to implement state law through police and corporate powers, via the state constitution. Police power is the authority to regulate citizen's behavior, including the use of private property. Corporate power is the authority to provide services and facilities such as streets, parks, water, etc. One of the most important land use regulations in the State is the requirement that all cities and counties prepare comprehensive, long-term general plans for the development of their communities. The general plan addresses development on land within the city, any adjacent land, and also reflects the needs of the regional population. The general plan should be a useful and up to date guide for local decision making.

The general plan is a city's constitution and as such all subsequent area plans, redevelopment plans, zoning ordinances or other land use plans must be consistent with the general plan. The plan itself must have consistency between and within elements. There are seven required elements in a general plan: Land Use; Circulation; Housing; Conservation; Open-Space; Noise; and Safety. The plan may also include additional elements that relate to physical development.

One of the requirements of the general plan is that its policies and programs reflect recent and accurate data for a city. The City of Corcoran's last General Plan was adopted in 1985. Since then the California State Prison-Corcoran (CSP-Corcoran) was built, another facility is scheduled to open in 1997, and the City has grown. In anticipation of the new California Substance Abuse Treatment Facility and State Prison at Corcoran (CSATF&SP-Corcoran), the expansion of the City's redevelopment area, and regional growth, the City started the process to update its general plan.

### CITY OF CORCORAN

The City of Corcoran is located in the eastern part of Kings County approximately 17 miles south of Hanford on Highway 43 (see Figure PA-1, Regional Map). Corcoran is the third largest city in Kings County. Agriculture and the CSP-Corcoran are the largest employers in the City.

## *Preface and Assumptions*

CSP-Corcoran was built in 1987 and as of November 1995 housed 5,394 inmates and employed approximately 1,500 people. The new CSATF&SP-Corcoran, will open in 1997. In addition to meeting normal growth demands, the General Plan seeks to accommodate projected new employees and residents from CSATF&SP-Corcoran over the 25 year planning horizon.

The General Plan Update is based on growth assumptions that reflect the City's historic growth patterns. For the purposes of the Update, two, five and ten year growth rates were analyzed, and a probable scenario built using need for public improvements, typical growth rates of similar valley communities, and the impact of CSATF&SP-Corcoran construction. There is sufficient land within the proposed General Plan Boundaries to accommodate new population growth through 2020. Land Use Designations are defined in the Land Use Element and shown in Figure LU-1, Corcoran Land Use Map, located in the pocket at the end of the document.

## **ASSUMPTIONS**

The following assumptions were used to project City of Corcoran population growth between 1995-2020:

- A 190 percent design bed capacity (DBC) buildout will occur at CSATF&SP-Corcoran (determines number of employees);
- CSATF&SP-Corcoran will employ 1,900 people; 475 local hires and 1,425 transferred or hired from outside the area;
- Over a three year period, 25 percent of the 1,425 non-locally hired and transferred employees (356 employees) will move to Corcoran;
- The 356 new employees represent households that constitute 1,140 new residents using the average household size of 3.2 persons per household;
- New residents are included in the population projection, but are averaged over a three year period. A 3.23 percent growth rate is assumed before and after the new resident absorption;
- There is a two year growth rate of 2.32 percent, a five year growth rate of 2.85 percent and a ten year growth rate at 3.23 percent;
- The 3.23 percent growth rate is the worse case scenario and the one used for probable scenario;
- The average household population will remain approximately 3.2 persons per household; and
- Prison inmates are **not** included in the total population growth figures.

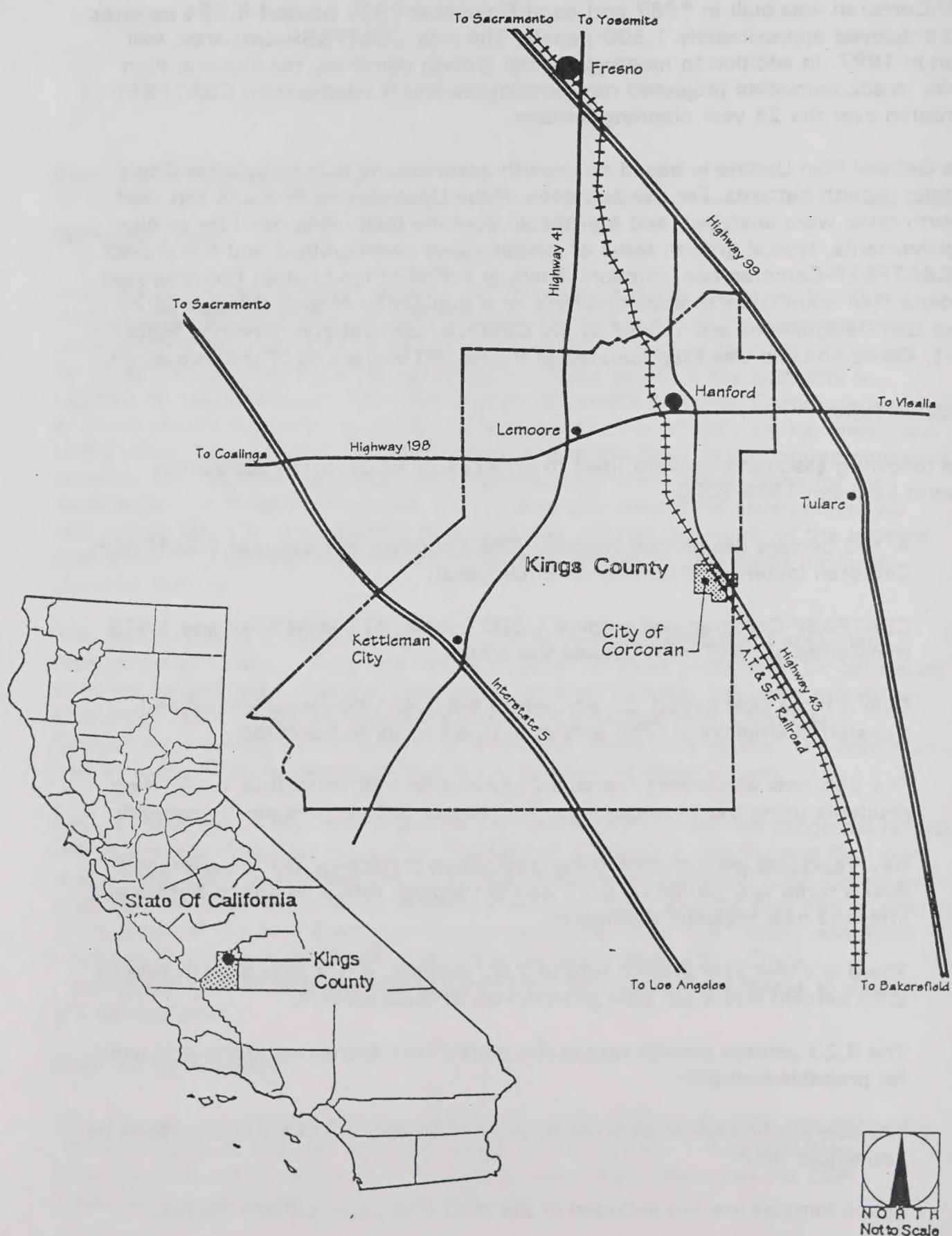


Figure PA-1: Regional Map

## Preface and Assumptions

It is important to remember that growth projections neither mandate nor restrict levels of development. The figures are intended as a means to look at the City's growth in incremental periods; they are not meant as goals or targets to be met by the City.

## POPULATION GROWTH

Table PA-1 shows the population growth with the added new residents from CSATF&SP-Corcoran (25 percent of non-local hires, transfers, and their families). These new residents are anticipated to start arriving in 1997 and continue until 1999. Periodic increases in population can artificially influence growth rate-numbers because the "base" population is so small (i.e., 1987 to 1988 there was a 7.19 percent growth rate and 1990 to 1991 there was a 5.04 percent growth rate). Figure PA-2 is a historic growth rate graph which illustrates this. For this reason, the population projections are based on long-term historical population growth of 3.23 percent, rather than short-term anomalies. Population growth as a result of annexation of existing inhabited areas is accounted for in the projected 3.23 percent growth rate.

## PLANNING HORIZON

The General Plan Update is intended to serve the City for the next 5 to 10 years. The City desires to ensure adequate provision of public services, streets, open space, and provide affordable housing for new and existing residents, as well as maintain and improve levels of services. The plan seeks to accommodate new population growth through 2020, as well as population increases based on buildup of the General Plan, which is higher than the projected population.

## DIRECTION OF GROWTH

Historic population growth has mainly been influenced by the construction of the state prison and the relocation of prison employees and their families to Corcoran. This population increase has affected City services such as water, wastewater and utilities, as well as traffic patterns and school capacity. Airport land use compatibility issues limit growth to the west (except for infill development between 6½ and 7th Avenues addressed in the Corcoran Area Plan) and the Tulare County line restricts growth to the east. Except for infill, growth is most likely to occur in the north/northwest and southeast sections of the planning area. See Figure PA-3 for the Planning Area Boundary, Figure PA-4 for a depiction of Growth Areas, and Figure PA-5 for Opportunities and Constraints.

**Table PA-1**  
**Corcoran General Plan**  
**Population Growth 1995 - 2020**  
**With 25 Percent CSATF&SP-Corcoran Employees and Families**

Year	Expected Prison Employees/ Families	2 Year 2.32% Growth Rate	5 year 2.85% Growth Rate	10 year 3.23% Growth Rate
1995		9,664	9,664	9,664
1996		9,888	9,939	9,976
1997	380	10,497	10,602	10,678
1998	380	11,112	11,273	11,390
1999	380	11,732	11,952	12,113
2000		11,977	12,260	12,467
2005		13,293	13,934	14,417
2010		14,769	15,861	16,703
2015		16,424	18,078	19,380
2020		18,280	20,630	22,520

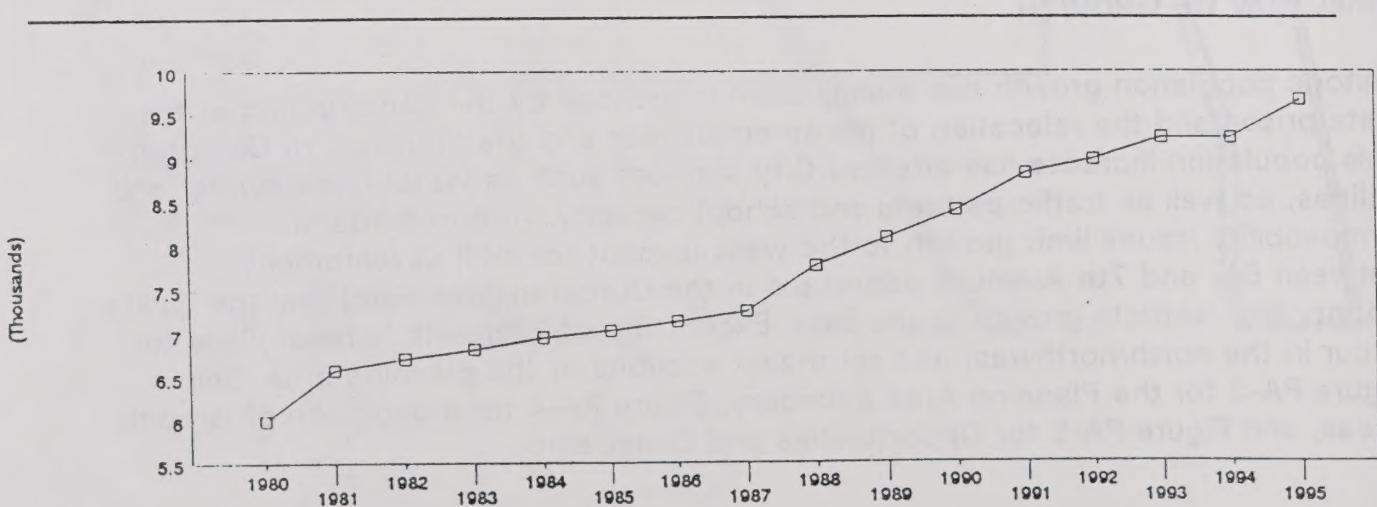


Figure PA-2: Historic Growth Rate

## ORGANIZATION OF DOCUMENT

The General Plan is divided into six chapters:

- LU Land Use
- CI Circulation
- HZ Hazards Management (incorporating Safety, Noise, and Air Quality)
- OCR Open Space, Conservation and Recreation
- HSN Housing Element (Summary of 1992 Kings County Housing Element)
- PF Public Facilities and Services

Goals, Objectives, Policies, and Programs are numbered consecutively at the end of each chapter. There are numerous planning and technical terms used throughout the General Plan. A Glossary is attached at the end of the document to assist in defining terms. The specific Objectives, Policies, and Programs addressing Air Quality are designated with an (AQ) suffix. A complete listing of policies directed toward protecting air quality is in an appendix in the General Plan Environmental Impact Report.

## ENVIRONMENTAL ANALYSIS

The Environmental Analysis will be to the Program Level as described in Section 15168 of the California Environmental Quality Act Guidelines (CEQA). This type of Environmental Impact Report (EIR) serves as the base document for future project level environmental review. The Program EIR will be of sufficient detail to allow activities of the City to occur without subsequent environmental review. The Program EIR does not preclude the environmental review of projects that are inconsistent with the General Plan, or vary from the assumptions used for the purposes of plan review. The Program EIR identifies specific situations where additional environmental review will be necessary.

Mitigation measures designed to reduce the identified impacts to a less than significant level are incorporated in the Policy and Program components of the General Plan. The Program EIR is available as a separate volume of the General Plan.

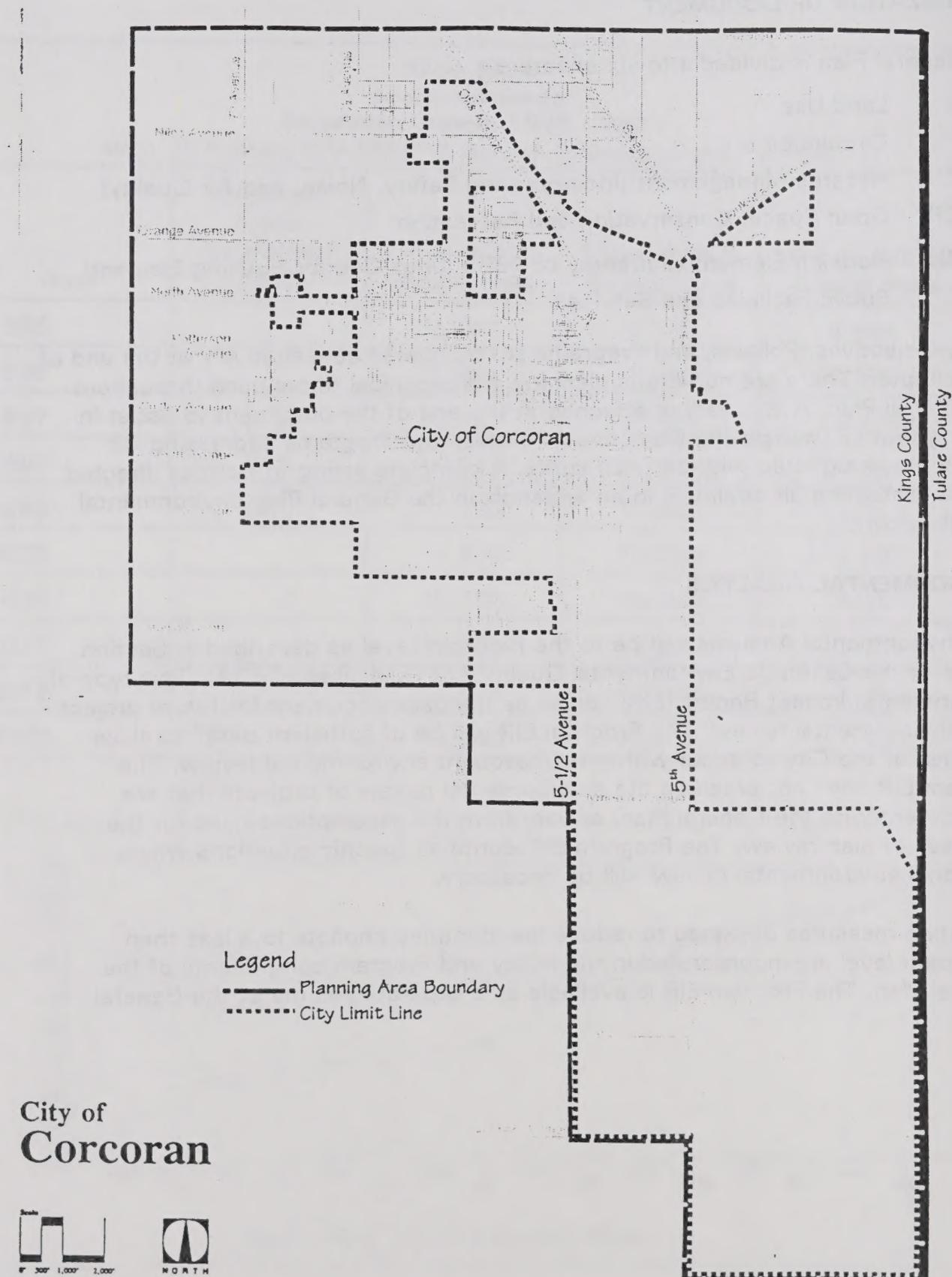


Figure PA-3: Planning Area Boundary

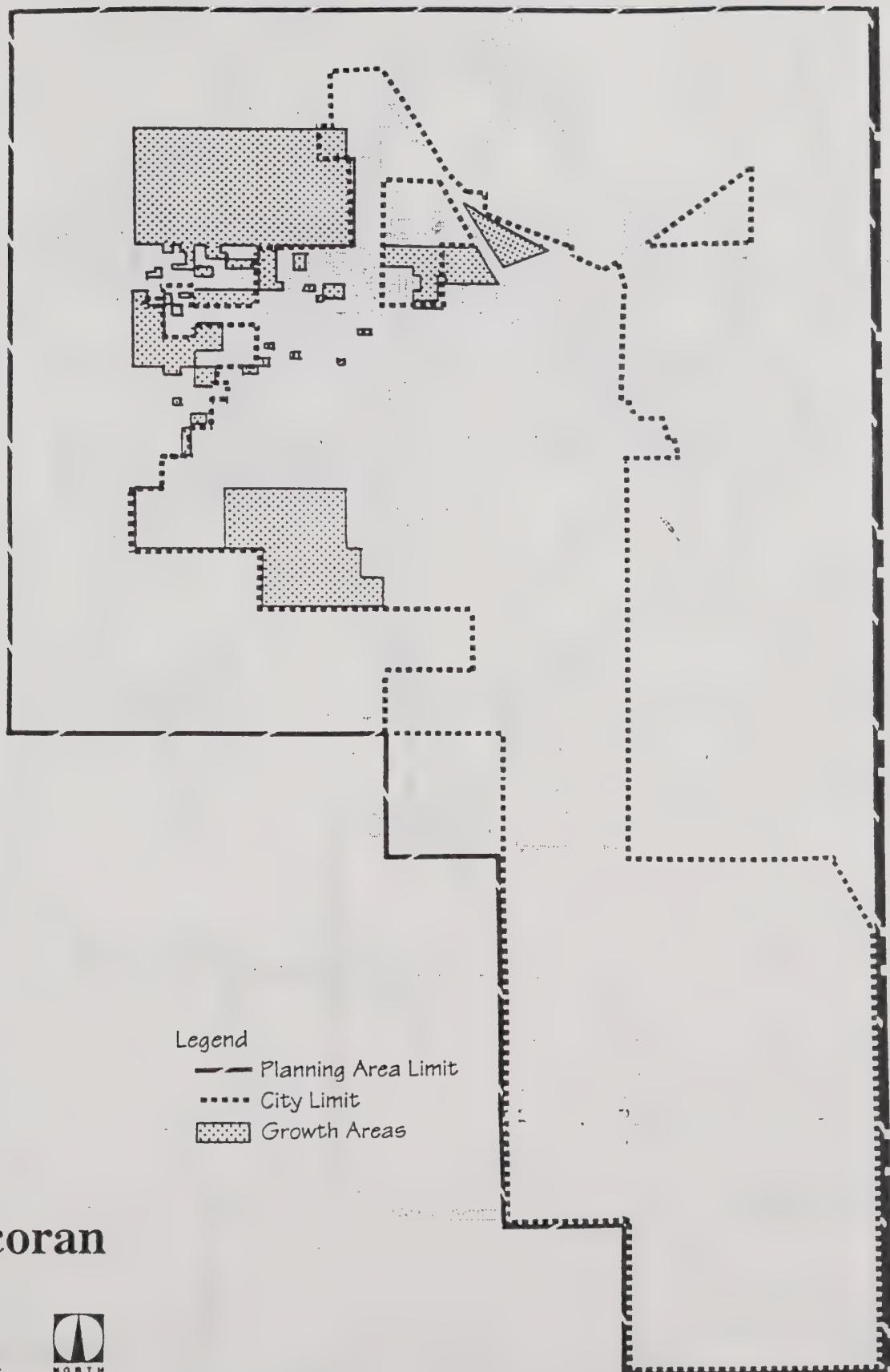


Figure PA-4: Growth Areas

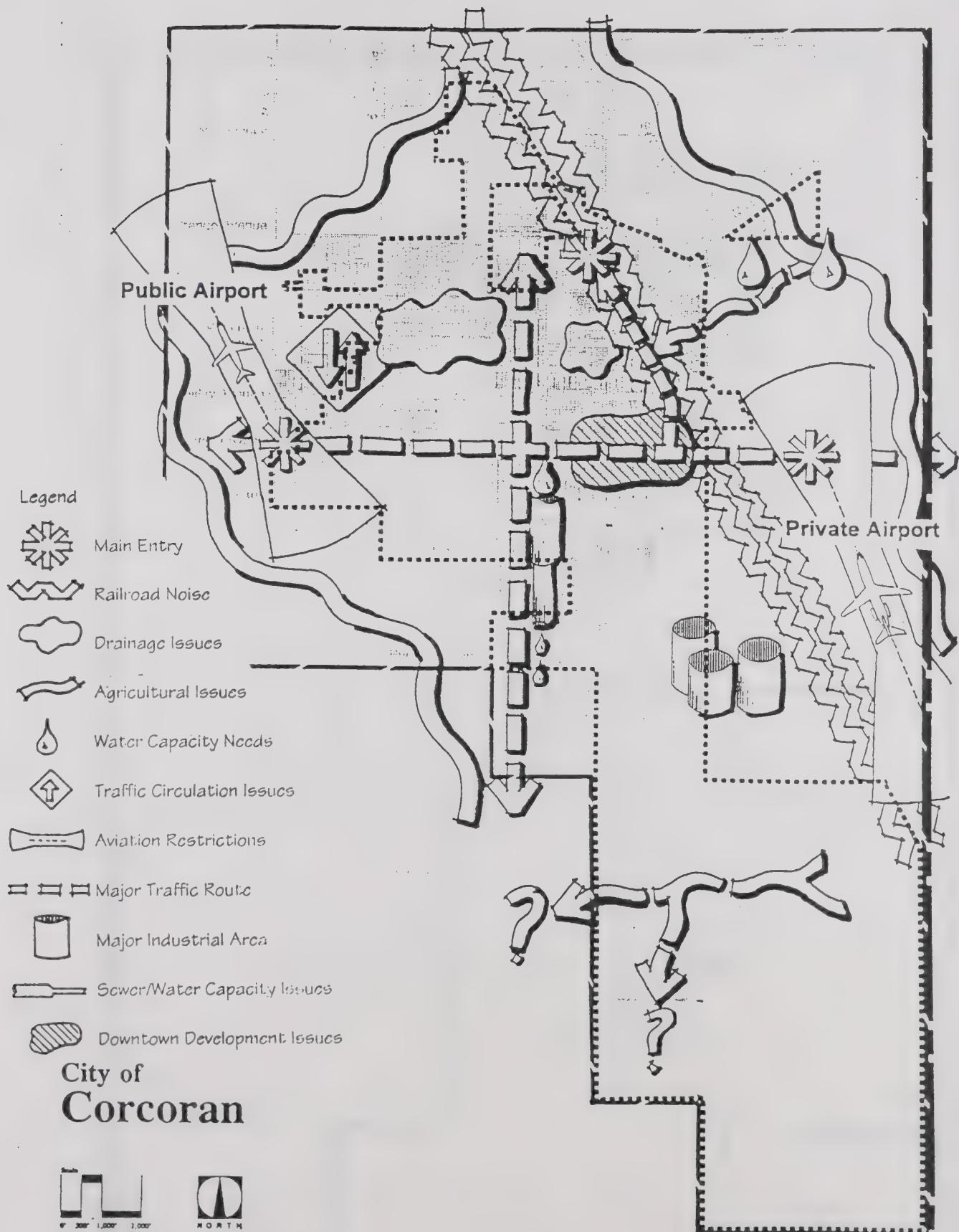


Figure PA-5: Opportunities and Constraints



## LAND USE

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### INTRODUCTION

The Land Use Element outlines the pattern of land use designed to support projected growth through 2020. Currently, land use in a majority of the Planning Area is low density residential and commercial, with surrounding areas used for agriculture or industry. Future growth in the Planning Area is constrained by airport compatibility issues and water and sewer limitations. Due to these constraints a majority of new development, especially residential, is projected in the north/northwest section of the Planning Area. In-fill development is proposed between 6½ and 7th Avenues as described in the Corcoran Area Plan (1997). The Area Plan also describes residential, commercial and business development in the northeast area of the City as a part of Corcoran's "Window On The World". One of the primary aims of the General Plan is to attract employees of CSP-Corcoran and CSATF&SP-Corcoran to live in Corcoran. The City should be prepared to accommodate new residents, and provide adequate services for current and future residents of the City. This requires provision of enough housing for all income levels, various commercial and industrial opportunities for consumption and employment, and adequate public services such as water, schools and open space.

Goals, Objectives, Policies, and Programs, of the Land Use Element together with the City of Corcoran Land Use Map (refer to pocket at end of the document), provide a framework for the future development of Corcoran. The Land Use Element responds to issues, opportunities, and constraints within the Planning Area established for Corcoran. Major issues considered in this Element include:

- The location and timing of growth;
- Enhancement and preservation of the Downtown District;
- Balancing economic growth with residential growth; and
- Helping to maintain the "small town" atmosphere.

### LAND REQUIREMENTS

Raw land requirements are based on population growth projections identified in the Preface & Assumptions chapter. The primary assumption of this General Plan is that the existing "pattern" of land use will only change slightly during the planning period. As a result, Corcoran will have approximately the same ratio of land uses at the end of the planning period as today.

## Land Use

Currently, the City has a residential/nonresidential ratio of 63 percent residential/37 percent nonresidential. Final General Plan Land Use Designations and buildout have a slightly different ratio of 60 percent residential/40 percent nonresidential, mainly due to the increased commercial development in the eastern part of the Corcoran Area Plan.

The City's residential land is divided into 82 percent single family/18 percent multi-family. Final General Plan Land Use Designations and buildout have a residential land use ratio of 85 percent single family/15 percent multi-family. The final buildout ratio is an adjustment of the existing ratio to reflect the projected need, and takes into consideration projected population growth and market factors. Although it is expected that these ratios will stay approximately the same, it is also anticipated that the demand for different land uses will change due to market factors over the life of the General Plan. Changes in land use patterns driven by market demand should be addressed during annual reviews of the General Plan.

According to the 1995 Department of Finance (DOF) estimates, the City has a population of 9,664. Based on an average annual growth rate of approximately 3.23 percent, and assuming a 25 percent CSATF&SP-Corcoran employee and family attraction rate, the City is projected to have a population of 22,520 by 2020, an increase of 12,856. To accommodate this residential growth and taking into consideration the single family/multi-family land use ratio, the City will need 655 acres of land for single family development and 80 acres of land for multi-family development for a total of 735 acres. At present, the City has 355 acres of vacant land zoned residential within the City limits. The 355 acres will support a buildout population of approximately 5,277 people. This is 7,579 short of the 12,856 new residents projected for 2020. The City needs to annex 380 acres of land for residential development to house the increased population (see Table LU-1).

Under the land use "pattern" assumption, nonresidential development will increase at about the same pace as population growth and new residential development. New residents need services, retail outlets, commercial and industrial areas, etc. An estimated 429 acres of land are needed for new nonresidential development to meet the residential/nonresidential land use ratio of 63 percent/37 percent. There are 41 acres of vacant land designated nonresidential in the City limits, which means an estimated 388 acres will need to be annexed to accommodate new nonresidential development.

The total number of acres needed for new development is 1,164 (655 acres for single family, plus 80 acres for multi-family, plus 429 acres for nonresidential). Therefore, a total of 768 acres needs to be annexed to accommodate new residential and nonresidential development until the year 2020 (see Table LU-1). The most efficient use of land and services is the development of vacant land in the City limits. Infill of vacant land provides the fastest approval time and the most flexibility in project review and approval.

**Table LU-1**  
 Corcoran General Plan  
**Land Required to Accommodate Growth**

	Acres
Land Needed for Residential Uses	735
Land Needed for Nonresidential Land Uses	429
<b>Total Land Needed</b>	<b>1,164</b>
Vacant Land in City Limits Designated Residential	355
Vacant Land in City Limits Designated Nonresidential	41
<b>Total Vacant Land in City Limits</b>	<b>396</b>
Land Needed to Annex for Residential Land Uses	380
Land Needed to Annex for Nonresidential Uses	388
<b>Total Land Needed to Annex</b>	<b>768</b>

The General Plan Land Use Map shows slightly more residential land than is "calculated" as needed through 2020. This prevents one developer from controlling all available land for development and also provides the City with flexibility in size and direction of growth.

The number of acres needed for annexation as discussed above and shown in Table LU-1 are not necessarily the same number of acres designated under the General Plan as seen in Table LU-2 and on the General Plan Land Use Map. The acreage identified in Table LU-1 is only what is *required* to accommodate projected growth and development. It does not take into account open space, roads, a housing "market factor", etc. Therefore, the amount of land designated in the General Plan will be more than indicated in Table LU-1.

Table LU-2 indicates the land distribution of existing acres (within the City limits), proposed acres (outside the City limits), and General Plan Area acre totals for the City. It also illustrates the Land Use Designation distribution as shown in Figure LU-1, City of Corcoran Land Use Map (refer to pocket at end of document). The General Plan residential land use acreage creates a total buildout population of 24,106, an increase of 14,442 from the current population of 9,664. This buildout population is higher than the projected population of 22,856, which is an increase of 12,856 from current population (see Table LU-3). Population projections are based on scenarios that can change and factors that vary, therefore public facilities, circulation requirements, and other needs discussed and analyzed in this General Plan are based on the buildout population rather than the projected population increase.

## Land Use

Industrial, Agriculture, Public Facility, and Open Space land uses are not shown developed or vacant in Table LU-2. This is due to the way the land is used in these Land Designations. The areas may not be "developed" in the classic urban sense, but are used in various capacities. For example, a majority of industrially zoned land is used for cotton processing. Typically the land is used only a few months of the year, primarily for storage and transferring. Therefore, the land is used for industrial purposes, but is not "developed" or vacant. Thus, the Land Designation Distribution Table, Table LU-2, only gives the total amount of land designated rather than vacant or developed.

The figures in Table LU-2 and the land distribution on the City of Corcoran Land Use Map (Figure LU-1), show that the Land Use Designations are more than adequate to accommodate both the projected growth and the buildout population over the next 25 years of the Planning Horizon.

## LAND USE CLASSIFICATIONS

To meet the requirements of state law, and to simplify the planning process, all land within the Planning Area of the General Plan is provided with a General Plan Land Use Designation. The Designations are defined in this Element, and indicated on Figure LU-1, City of Corcoran Land Use Map (refer to pocket at end of document). The classifications of land are adopted as General Plan Policy and are intentionally broad to allow flexibility in project planning. This also allows more than one zoning district to be consistent within a given Designation.

### Residential Standards

The Land Use Element establishes standards of population density and building intensity for each Land Use Designation. These figures are stated as "average" housing units per gross acre. Population density is obtained by applying average persons per households as estimated by the State Department of Finance and the US Census. Because these numbers are averages, they are stated in ranges to allow for a variety of development types to be consistent with the plan. Since the City can not regulate the number of persons per family, the ranges ensure that most services can be planned appropriately.

### Minimum Density Standards

Each element of the General Plan depends on the other for data when planning for the future. Assumptions made in the Land Use Element concerning units and intensity of development, are used in the Public Facilities Element to determine water and sewer need. Similar information is used to calculate potential traffic demand, park and open space needs, police and fire personnel staffing levels. In order for financing and improvement plans to function properly, it is important that a range of development be considered, and that development *actually occur* within the specified density and/or intensity range. To ensure this, the Land Use Element establishes policies that set minimum density ranges for a given Designation.

Table LU-2  
Corcoran General Plan  
Land Use Designation Distribution

Land Use Designation	Land Within City Limits				Land Between City Limits & General Plan Boundary Area				Total General Plan Area	
	Developed	Vacant	Total	%	Acres	%	Acres	%	Acres	%
VLD Very Low Density	47	0	47	3.45%	237	30.15%	284	13.21%		
LD Low Density	839	224	1,063	77.93%	483	61.45%	1,546	71.91%		
MD Medium Density	119	72	191	14.00%	38	4.83%	229	10.65%		
HD High Density	57	6	63	4.62%	28	3.56%	91	4.23%		
<b>Subtotal Residential</b>	<b>1,062</b>	<b>302</b>	<b>1,364</b>	<b>61.41%</b>	<b>786</b>	<b>55.94%</b>	<b>2,150</b>	<b>59.86%</b>		
CD Downtown Commercial	99	2	101	40.08%	0	0.00%	101	38.55%		
CO Commercial Office	0	20	20	7.94%	0	0.00%	20	7.63%		
PO Professional Office	2	0	2	0.79%	0	0.00%	2	0.76%		
CN Neighborhood Commercial	37	1	38	15.08%	10	1.27%	48	18.32%		
SC Service Commercial	73	18	91	36.11%	0	0.00%	91	34.73%		
<b>Subtotal Commercial</b>	<b>211</b>	<b>41</b>	<b>252</b>	<b>11.35%</b>	<b>10</b>	<b>0.71%</b>	<b>262</b>	<b>7.29%</b>		
LI Light Industrial	*	*	205	35.90%	19	3.12%	224	18.98%		
HI Heavy Industrial	*	*	366	64.10%	590	96.88%	956	81.02%		
<b>Subtotal Industrial</b>	<b>*</b>	<b>*</b>	<b>571</b>	<b>25.71%</b>	<b>609</b>	<b>43.35%</b>	<b>1180</b>	<b>32.85%</b>		
OS Open Space			48	2.16%	5	0.14%	53	0.93%		
PF Public Facilities**	*	*	1,842	82.94%	334	9.61%	2,176	38.20%		
AG Agriculture	*	*	331	14.90%	3,136	90.24%	3,467	60.87%		
<b>Subtotal OS, PF, AG</b>	<b>*</b>	<b>*</b>	<b>2,221</b>		<b>3,475</b>		<b>5,696</b>			
<b>Total w/o OS, PF, AG</b>	<b>1,273</b>	<b>343</b>	<b>2,187</b>		<b>1,405</b>		<b>3,592</b>			
<b>Grand Total</b>	<b>1,273</b>	<b>343</b>	<b>4,408</b>	<b>100.00%</b>	<b>4,880</b>	<b>100.00%</b>	<b>9,288</b>	<b>100.00%</b>		

## Notes:

Italicized percentages reflect land use subtotal by type. (i.e. residential, commercial, etc.)

Subtotal percentages reflect Total without Open Space, Public Facility, or Agricultural Land Uses.

\*\* Includes prisons.

**Table LU-3**  
 Corcoran General Plan  
**Projected Buildout of Planning Area**  
 (Vacant Land, Including Land in City Limits)

Land Use Designation	Total Vacant Land (acres)	Total Units	Total Residents
Very Low Density (VLD)	237	474	1,422
Low Density (LD)	707	3,182	9,545
Medium Density (MD)	110	1,100	2,200
High Density (HD)	34	510	1,275
<b>Total</b>	<b>1,088</b>	<b>5,266</b>	<b>14,442</b>
1995 Population			9,664
<b>Total General Plan Buildout</b>			<b>24,106</b>

**Assumptions:**

Units per acre: Residents per unit:  
 VLD: 2/acre VLD: 3/unit  
 LD: 4.5/acre LD: 3/unit  
 MD: 10/acre MD: 2/unit  
 HD: 15/acre HD: 2.5/unit

Densities lower than the minimum Designation may be permitted only under special circumstances. Criteria for consideration of the special circumstances is specifically established in the Zoning Ordinance, but generally include:

- Determination that the lower density will not cause shortfall in any assessment district, reimbursement agreement or other fee program implemented by the City;
- That design of the project addresses noise, traffic, and access within the confines of the project; and
- That adjacent land uses, existing or planned, are not significantly impaired, or prohibited, as a result of the lower density/intensity.

For the first few years, this policy will have little effect on development patterns. It is intended to protect the city from having to fund shortfalls in reimbursement or financing mechanisms over the long term. The policy also ensures that at least some of the property designated for higher intensity uses is available for

development near public services and not converted to low density uses simply as a result of a short-term market influence.

### *Typical & Maximum Density Standards*

Each Land Use Designation includes a "typical" and a "maximum" density and intensity. Usually the maximum is attainable only through special zoning, such as a Planned Development, Specific Plan, or after completion of an Area Plan. In some instances, including redevelopment, infill, or rehabilitation, the maximum density may be approached. Typical densities reflect the real-world application of the Zoning Ordinance to development. While a typical 6,000 square foot residential lot may be divided into an acre over seven times (43,560/6,000 = 7.3), the need for roadways, open space, and normal design parameters, usually limit this type of residential development to less than five units per acre.

Similar to the concerns over a minimum density, before the maximum density can be approved, the City will need to review existing infrastructure, traffic loads and the surrounding neighborhood. This process, including public hearings and notice, will allow for substantial input and discussion. Criteria for consideration of maximum density is specifically established in the Zoning Ordinance, but generally includes:

- Determination that the density will not cause a significant unfunded reduction in the level of service of any public service;
- That design of the project addresses noise, traffic, and access within the confines of the project;
- That adjacent land uses, existing or planned, are not significantly impaired, or prohibited, as a result of the increase in density/intensity; and
- That sufficient safeguards are built into the project to prevent a degradation of the project over time to where the project becomes a blight on the community.

Safeguards may include, but are not limited to:

- Larger numbers of apartment units such that on-site management is required;
- Homeowners associations, assessment districts, or other similar responsible entities; and
- Design features intended to reduce maintenance and improve appearance.

## Nonresidential Standards

### Floor Area Ratios (FAR)

For nonresidential uses, the General Plan specifies a maximum permitted ratio of gross building floor area to lot size FAR. The FAR is intended to regulate building bulk while allowing flexibility in determining the height and placement of the building on the lot consistent with the City Zoning Ordinance. In some cases, the FAR is set to allow flexibility in the Downtown Area, while similar development outside of the downtown is held to a different standard. For example, a 10,000 square foot property with a FAR of 1.0 would be permitted to have a maximum 10,000 square foot building. Required setbacks, height of structures, parking and landscaping will affect total lot coverage, probably reducing the ultimate FAR below the maximum allowable. Figure LU-2, depicts different FAR configurations considering variables such as landscaping, size of building, and on- or off-site parking.

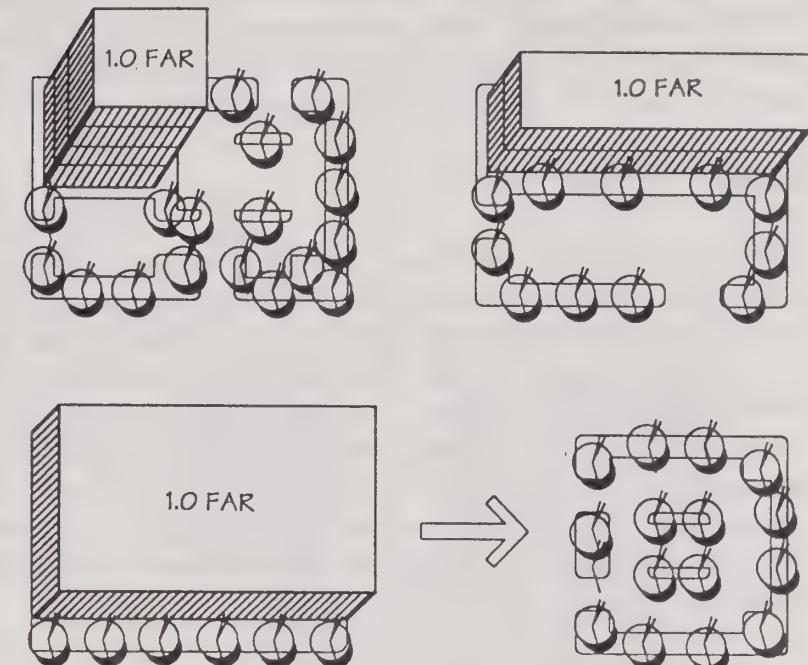


Figure LU-2: Floor Area Ratio (FAR)

## School Sites

The location of new Corcoran Joint Unified School District (CJUSD) schools should be consistent with the Land Use Element. The district utilizes the State Department of Education Recommendations for school sites, which generally specifies eight to ten acres for elementary schools, 20 acres for junior high schools, and 50 acres for high schools. The District is interested in continuing to locate schools adjacent to future parks developed as a part of the General Plan. CJUSD criteria requires school sites to be: 1) easily accessible from arterial roads, but they should not be located on major arterial streets with heavy traffic patterns; 2) the sites should be located to encourage students to walk to school and avoid major roadway crossings, and if possible; 3) the service area for kindergarten through third grade should be a maximum of three-fourths (3/4) of a mile, one (1) mile for fourth through eighth grade, and two (2) miles for ninth through twelfth grades. Presently, all CJUSD schools are within one and a half (1 1/2) miles of each other. CJUSD is planning to build an additional elementary school in 2001 or 2002. The school will be located on 14 acres of land in the southern portion of the City, at the corner of Van Dorsten and Ottawa Avenues (high school agricultural farm). CJUSD facilities are already near capacity and CJUSD should consider additional

schools over the long term. As new residential developments are constructed, CJUSD should work with developers to determine location and funding mechanisms. The City of Corcoran Land Use Map, Figure LU-1, depicts current, planned, and possible CJUSD school sites.

## ZONING CONSISTENCY

While the Land Use Element specifies a range of unit densities per acre, the City Zoning Ordinance regulates specific development standards within the permitted density range. Under a given Land Use Designation, several different development zones may be appropriate. Table LU-4, provides a listing of "typical" Zoning Districts for each General Plan Land Use Designation. The City of Corcoran Zoning Ordinance is, in most instances, hierarchical in that uses of a lower intensity zone are usually allowed in the next more intensive zone. To allow for this, the residential unit per acre ranges overlap as do the FARs for commercial and industrial Designations. Zones also overlap to allow for second units and planned developments.

### Density-Intensity

The density-intensity standards described in the General Plan do not guarantee that development projects will be approved at the maximum density or intensity specified for each classification. The existence of one or more development constraints could limit the density or intensity of development to less than the maximum allowed in the General Plan Designation. Typical examples of development constraints include, but are not limited to: drainage issues, archaeological sites, easements, noise constraints, other environmental factors, community design requirements, and zoning regulations. In some cases, new development may not "fit" into the surrounding neighborhood for reasons of bulk, setback, architectural features, etc. This is often a concern with infill projects, and the City will review each project on a case-by-case basis. Table LU-4 outlines zoning density-intensity for the Land Use Designations.

## SPECIAL ZONES AND PLANS

### *Planned Development Zones*

Through the Planned Development process, a project proponent can approach the City with a concept that may change or remove many of the conventional zoning requirements. In a planned development proposal, housing units can be clustered around substantial open space areas or other development amenities resulting in higher localized densities, so long as the average density for the entire project site does not fall outside the minimum—maximum density range set forth in the underlying General Plan Land Use Designation.

Implementation of Planned Development is addressed through the Zoning Ordinance. If the City agrees to a proposed development concept, project specific

Land Use Designation	Unit Density <sup>1</sup>			Floor Area Ratio <sup>2</sup>			Maximum Pop./Acre	Minimum Lot Size Sq. Ft.	Typical Zone District
	min	typ	max <sup>3</sup>	min	typ	max <sup>3</sup>			
VLD, Very Low Density	1	2	2			0.40	8	20,000	RA
LD, Low Density	2	5	9			0.40	28 <sup>6</sup>	6,000 12,000	R-1-6 to R-1-12
MD, Medium Density	7	10	15			0.50	51	6,000 4,500	R-2.5 (Multi-family) (Single-family)
HD, High Density	10	15	25			0.60	75	6,000	R-3
CD, Downtown Commercial				0.50	1.00	2.00	51		CD, CC, CO
CO, Commercial Office				0.25	0.40	0.80			CO, CS, LI
PO, Professional Office				0.25	0.50	0.60			PO
CN, Neighborhood Commercial				0.25		0.50		20,000	CN
CS, Service Commercial				0.25	0.35	0.50		6,000	CS, CH, CC
LI, Light Industrial				0.25		1.00			I
HI, Heavy Industrial				0.30		2.00			I
PF, Public Facilities <sup>4</sup>				0.10		1.00			Any Zone
OS, Open Space				0.01		0.10			RCO or Any Zone
AG, Agriculture <sup>5</sup>	0	<1	<1	0.01		0.05	<3		A

<sup>1</sup>Units per acre.<sup>2</sup>Ratio of buildings to individual lot.<sup>3</sup>Maximum percentage of lot coverage.<sup>4</sup>Includes prisons.<sup>5</sup>Less than one unit per 10 acres.<sup>6</sup>Planned development projects may have smaller lots.

Planned Development zoning can be approved. A Planned Development Zoning District will be necessary to achieve the higher density ranges specified for the underlying Land Use Designation. The City has established a list of expected project components necessary to initiate discussion on Planned Development applications. The Zoning Ordinance also contains a specific list of issues that the project proponent must address in a Planned Development application. Generally, they include:

- Overall density and intensity of the project;
- Design of the project components including bulk of buildings, varying setbacks, architectural features, parking and storage requirements;
- Access requirements;
- Impact on surrounding uses;
- Incorporation of amenities into the project to off-set any reduction in yard areas; and
- Timing of development.

It is not the intent of the City to use the Planned Development process as a means of reducing lot sizes, or other development standards, without providing for substantial amenities and control over the design of the project.

### *Enterprise Zone*

The entire City of Corcoran and the Planning Area are in the Kings County Enterprise Zone. The Enterprise Zone has economic incentives which are designed to enhance profits for existing businesses, bring new businesses to the area, and increase the economic vitality of the City. Incentives include sales and use tax credits, credits for new employees hired, assistance with hiring and training, low interest loans, loan guarantees, low-cost industrial land, and infrastructure development agreements. The City is working with Crown Economic Development Corporation to recruit businesses for the Enterprise Zone.

Environmental impacts of the Enterprise Zone were analyzed to determine the impacts of the Zone and possible new businesses on the City and County. The *Kings County Enterprise Zone EIR* (SCH# 91122019, October 1992) outlined mitigation needed for the Enterprise Zone and any new projects. Projects attached to the Enterprise Zone should conform to the Enterprise Zone EIR, General Plan, and General Plan EIR during design and implementation phases.

## *Land Use*

### *Redevelopment Project Area*

In July 1996, the City amended its Redevelopment Project Area to prepare for future growth including growth from construction of a second state prison. The amendment seeks to enhance the City for the new employees and residents attached to the new prison, and to help provide new services and commercial opportunities. The original Redevelopment Project Area was established in 1981 and was first amended in 1985. The 1996 Project Amendment expanded the boundaries further east. Portions of the Redevelopment Project Area are outside the City limits, in unincorporated areas of Kings County, with the remainder inside Corcoran City Limits. Figure LU-3 is a map of past and present Redevelopment Project Area boundaries, including areas outside and inside the City limits.

The fundamental goal of redevelopment is to alleviate economic, physical, or aesthetic conditions that are preventing the full and effective use of public and private properties. Infrastructure and buildings in the redevelopment district are physically deteriorated and many buildings are underutilized. There has also been a decrease of economic activity, and a lack of investment in the area.

The Redevelopment Agency, through the Redevelopment Plan, will work to eliminate blight through the provision of new or rehabilitated roads, infrastructure and parking, and by helping create housing and employment opportunities. Infill development on vacant land is a priority in the redevelopment district. Funding for redevelopment projects will be through the issuance of bonds, which will be paid off through Tax Increment Financing (TIF). TIF uses funds generated by the increase of property taxes resulting from increased values of properties in the redevelopment area. Projects in the redevelopment area should be given special consideration, and in many instances will be planned developments to take advantage of infrastructure improvements and density changes, and may include design guidelines.

### *Area Plans*

Area plans can be more specific than general plans and address unique land use issues in a particular area. The proposed Corcoran Area Plan will build upon the General Plan and provide more detailed policies and programs for areas on the fringe that are expected to be annexed. The City of Corcoran Area Plan has two distinct parts. The first is on the west side of town near the airport and addresses unique housing opportunities in the area, as well as airport compatibility issues. A majority of the land is unincorporated territory of Kings County and will have to be annexed at the appropriate time for development. The second part of the Area Plan is on the east side of town and focuses on highway related businesses and services, as well as the creation of an attractive entryway into the City, Corcoran's "Window On The World". Although Area Plans must conform to the policies of the General Plan, they can be more restrictive, as long as they do not contradict the General Plan. The location of the Area Plan can be seen in Figure LU-1, City of Corcoran Land Use Map, at the end of the document, and is also shown in Figure LU-4.

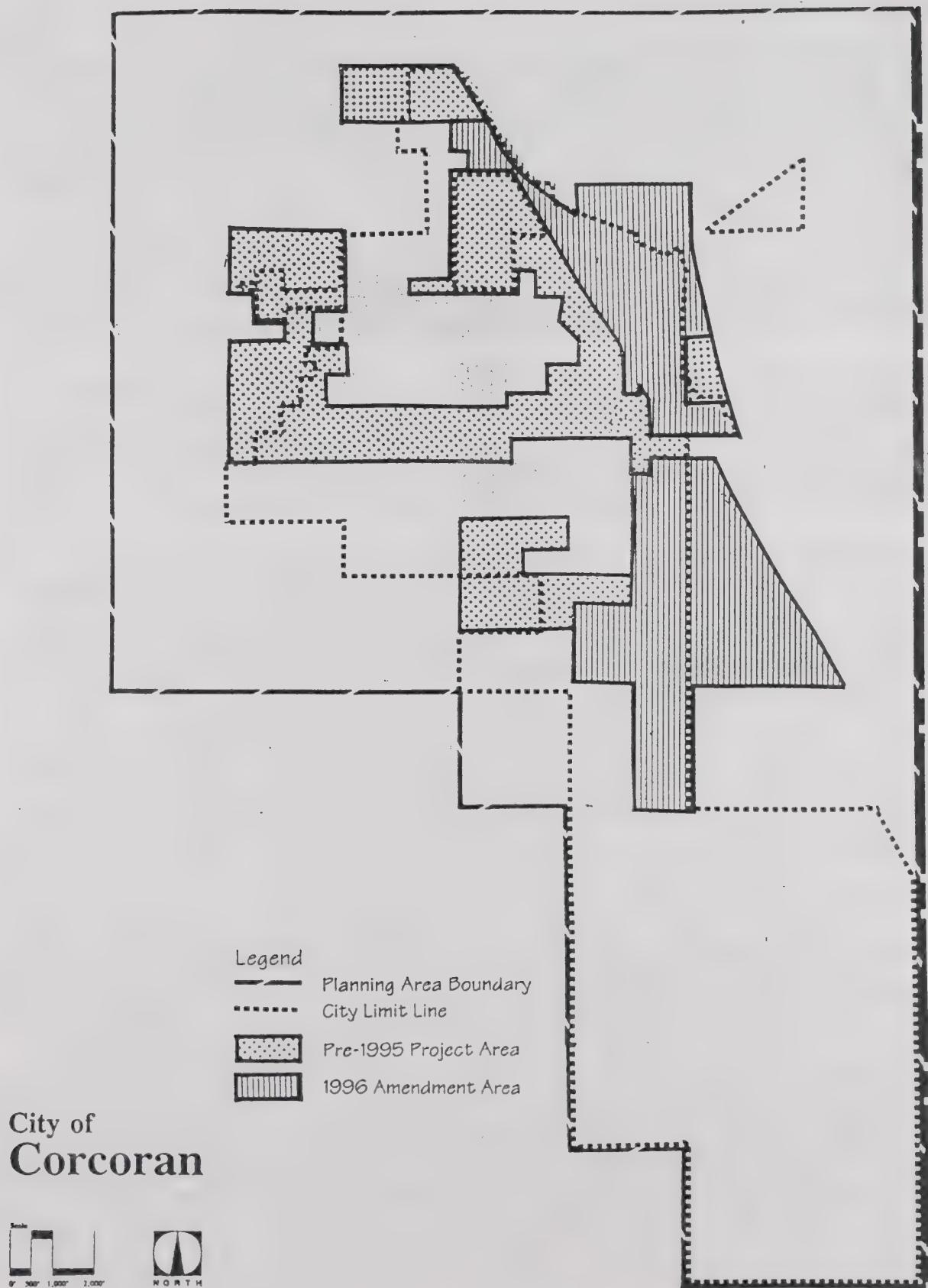


Figure LU-3: Redevelopment Project Area

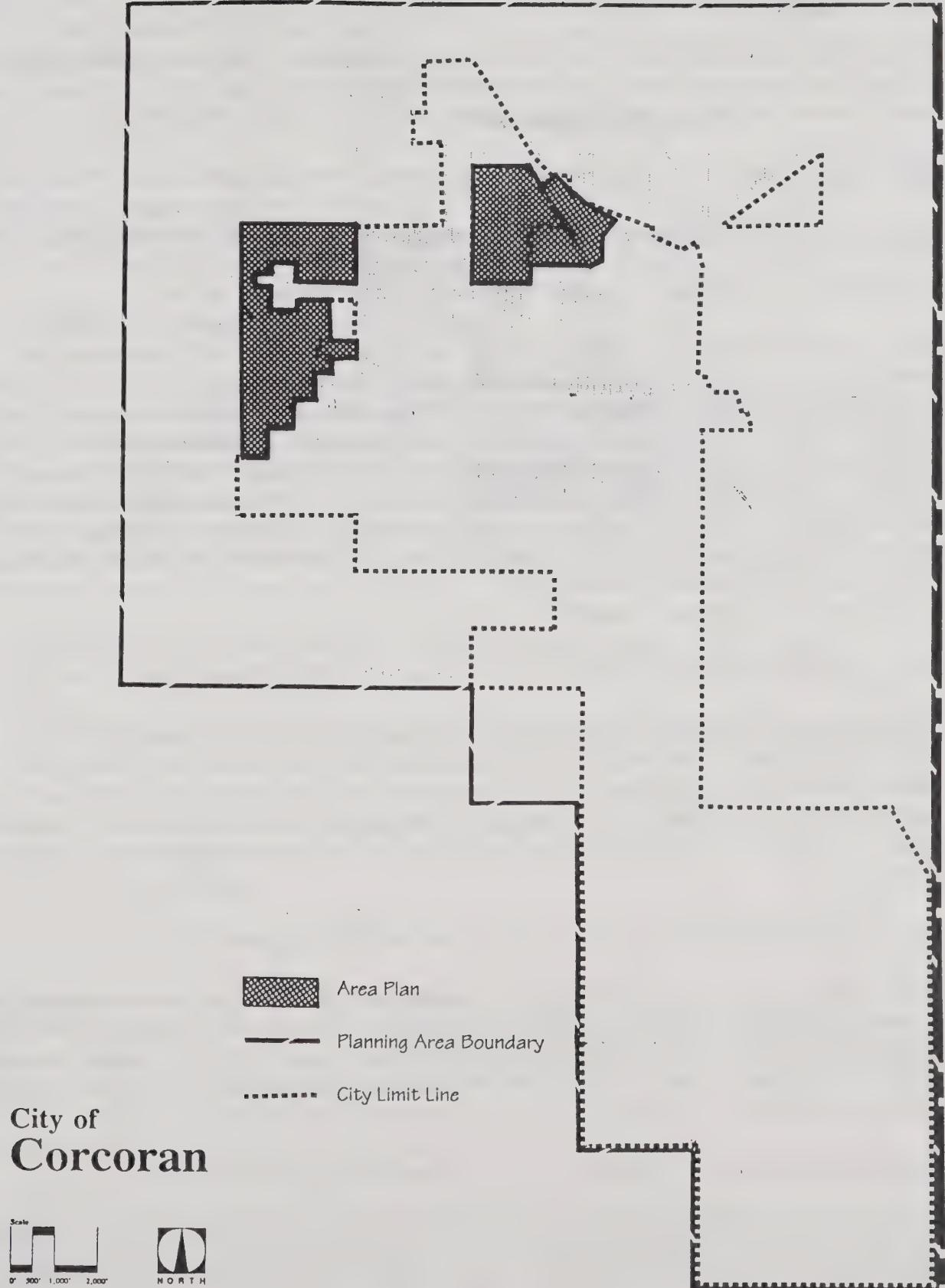


Figure LU-4: Corcoran Area Plan

## RESIDENTIAL DESIGNATIONS

The Land Use Element and Map include four residential categories that range in density and intensity from a maximum of three units per acre up to 22 units per acre. These categories are intended to:

- Identify areas throughout the Planning Area which are acceptable for housing;
- Clarify the overall type of housing to be developed within each category; and
- Allow for a mixture of housing types, lot sizes and affordability.

Each residential category includes a unit per acre minimum and maximum density specified in a range of housing units per gross acre. A gross acre is the total area of a piece of property within its property lines. Gross area ignores right-of-way, dedications or other alterations that affect the amount of developable area. Units per gross acre is used because it is easier to understand and convey. Types of housing include single family units and multiple family units including duplexes and apartments. The Zoning Ordinance establishes minimum lot sizes and basic development standards that may reduce the actual unit yield below the maximum for a given Designation. In most cases a Planned Development Zone will be needed to achieve the maximum allowable density.

### *VLD, Very Low Density Residential: 1 - 2 dwelling units/gross acre*

This category is characterized by larger "estate-style" lots for single family residential development. Minimum lot sizes are 20,000 square feet. Except in extraordinary circumstances, it is not expected that lots greater than one acre in size would be developed within the City limits. Typical development in this Land Use Designation would provide one-half acre lots for approximately two units per acre.

### *LD, Low Density Residential: 2 - 9 dwelling units/gross acre*

This Designation allows single family development on lot sizes more typically found in urban settings. Individual lot sizes would typically range from 6,000 to 12,000 square feet in size. Under a Planned Development Zoning District, smaller lot sizes may be permitted when clustered around an open space amenity. Typical single family subdivisions provide between four and six dwelling units per acre.

### *MD, Medium Density Residential: 7 - 15 dwelling units/gross acre*

This Designation allows duplex or lower density apartment complexes a minimum lot size of 6,000 square feet and other non-traditional designs such as zero lot lines, patio homes, and townhomes with lot sizes ranging from 4,500 to 7,500 square feet for single family developments. It is intended that development be conveniently serviced by neighborhood commercial and recreational facilities and

## *Land Use*

have access to major collector or arterial streets. This Designation is often sought for infill development in existing neighborhoods. Typical developments under this Land Use Designation are 10 units per acre.

### *HD, High Density Residential: 10 - 22 dwelling units/gross acre*

This Designation is intended primarily for multi-family apartment and condominium development in proximity to collector or arterial streets, commercial and recreational facilities, and employment centers. Minimum lot size is 6,000 square feet. Typical developments under this Land Use Designation are 15 units per acre.

## **NONRESIDENTIAL DESIGNATIONS**

There are five nonresidential Land Use Designations intended to encourage and support commercial and industrial uses in the Planning Area. FARs range from 0.25 to 2.00 to accommodate a variety of commercial and industrial uses. The Zoning Ordinance establishes allowable uses, uses approved through administrative action, and conditional uses for each zone classification. Both a range of FARs and Typical FARs are provided for each land use. Typical FARs can be used to calculate anticipated employment generation, lot coverage and land need. These categories are intended to:

- Identify areas throughout the Planning Area which are acceptable for commercial or industrial use;
- Clarify the overall type of commercial or industrial use to be developed in each category; and
- Allow for a mixture of commercial and industrial uses, sizes and intensities.

### **Commercial Designations**

#### *CO, Commercial Office: 0.25 - 0.80 FAR*

This Designation is designed to provide for the location of professional and commercial offices in close relationship to one another in areas designated for combined professional office use, including high density use, by the General Plan. The typical FAR for this Designation is 0.50.

#### *PO, Professional Office: 0.25 - 0.60 FAR*

This Designation is intended for non-retail, business and professional offices which are situated in or near neighborhoods. This Designation will replace office uses in the neighborhood commercial designation. The typical FAR for this Designation is 0.50.

### *CN, Neighborhood Commercial: 0.25 - 0.50 FAR*

This Designation is intended for convenience commercial and neighborhood shopping centers that provide a range of necessary day-to-day retail goods and services serving a localized market. These locations would be on only one corner of an intersection at approximately one mile intervals along Collector Streets, or Arterial and Collector Streets. Street and parking lot landscaping shall integrate the site and balance it with the neighborhood. This Designation is intended for parcels with a minimum of 20,000 square feet and not exceeding five acres in size. A typical FAR for this Designation is 0.40.

### *CS, Service Commercial: 0.25 - 0.50 FAR*

This Designation is intended to accommodate a broad range of commercial activities which can include travel oriented businesses, businesses which have both retail and service components, and other businesses which can be located in a commercial area and not create a nuisance or interfere with normal commercial activities. Business parks are a mixture of commercial services and offices. They are desirable and would be appropriate in this Designation. Among these uses are auto sales, motels, restaurants (including fast food), service stations, auto repair, building material supply, warehousing, truck stops, wholesale trade, contractors, suppliers, equipment yards, and other similar uses. Uses within this Designation would usually be conducted entirely within a building, with outside storage screened and/or blocked from public view. Outside storage of unprocessed raw material or large industrial equipment would not be appropriate in a CS area. CS designated areas could range in size from 6,000 square feet to 20 acres with a typical FAR of 0.40.

### **Downtown Designation**

In order to preserve the integrity of downtown, and encourage its continued vitality and economic strength, a specialized land use and development approval procedure has been established in the Downtown District. The boundaries of the Downtown District are: the corner of Letts Avenue and Jepsen Avenue, east to Otis Avenue, north along Otis Avenue to Patterson (excluding government complex), west on Patterson Avenue one block to Chase Avenue, south one block on Chase Avenue to the intersection of Chase Avenue and Brokaw Avenue, west on Brokaw Avenue to Letts Avenue, south on Letts Avenue to Jepsen Avenue. Figure LU-5 is a map of the Downtown District. The City will work with the Chamber of Commerce and other interested groups to develop a plan for downtown. This plan will address aesthetic, infrastructure, parking, economic conditions, design guidelines, and needed improvements in the downtown district. Other issues addressed in the plan include the use of a flexible zoning district for downtown to encourage mixed use development and the reuse of underutilized or vacant buildings. The following Land Use Designation is found only within the boundaries of the Downtown District.

## Land Use

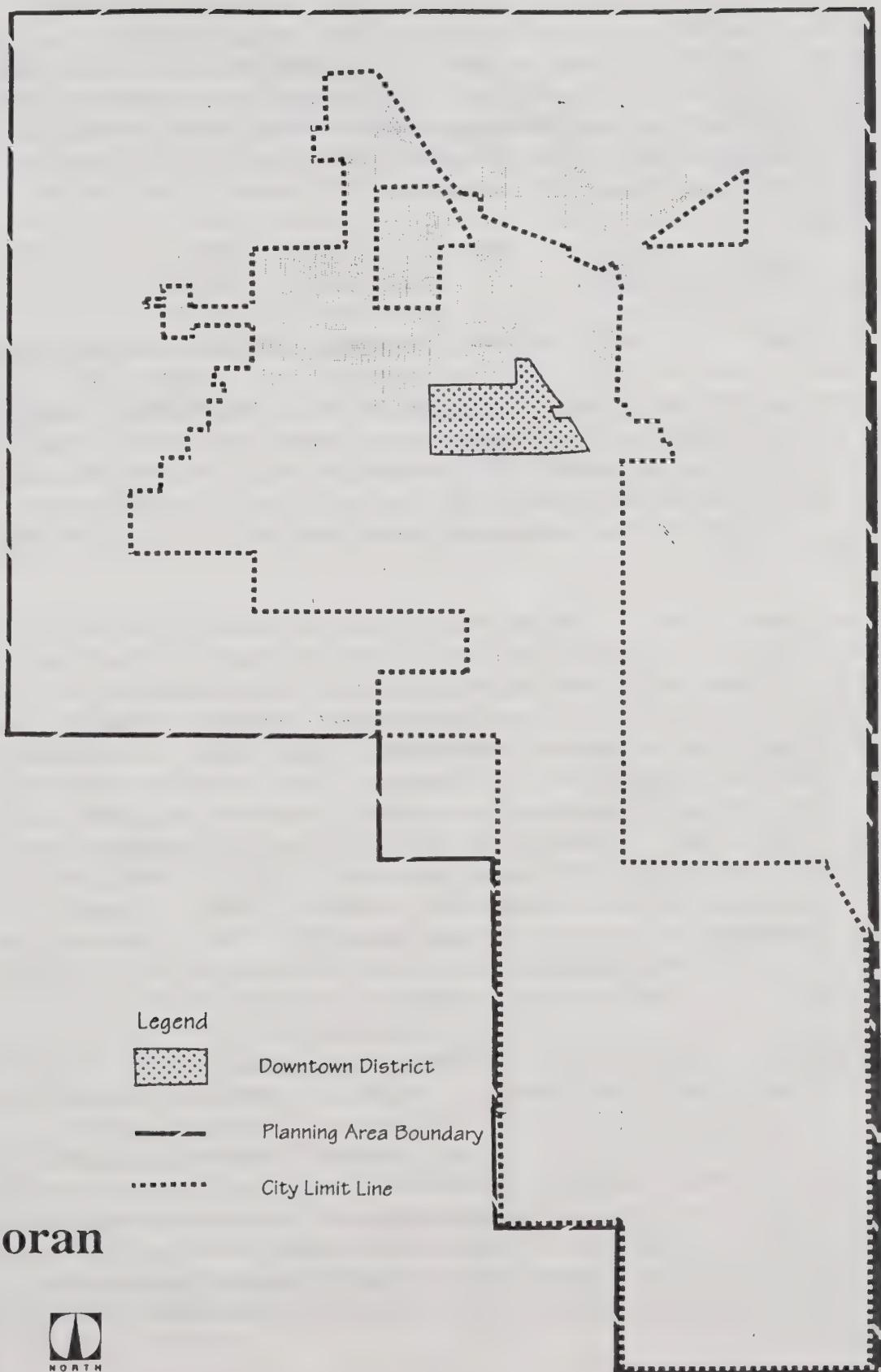


Figure LU-5: Downtown District

***CD, Downtown Commercial: 0.50 - 2.00 FAR [4-22 Units Acre]***

This Designation is intended to protect the City's Downtown District by encouraging higher densities and mixed uses. The City's Downtown District is the major source of retail and other sources of commercial development, as well as office uses. Higher intensity development should be encouraged in the CD rather than in other areas of the City. Ultimately the FAR and specific use may be constrained by the amount and location of available parking, particularly with major office development. A typical FAR in the CD is 0.1, however, FARs in the CD may be as high as 2.0.

**Downtown Plan Opportunities**

**Residential Uses** - The intent of allowing residential uses is to increase population density in the downtown. The mixed use concept in the downtown allows for the development and rehabilitation of residential buildings. Appropriately designed and located residential uses have an important role in expanding vitality in the downtown district. Fundamentally, the more people there are in the downtown on a regular basis, then the retail market will expand by that number. Of equal importance is the presence of people in the downtown assist in lowering the potential for crime.

Appropriate types of new residential development and rehabilitation in the downtown include multi-family dwellings in second stories of existing buildings. Construction of new multi-family structures may be considered where they do not front on commercial streets or where they integrate commercial uses as an integral part of the design. Rehabilitation of existing single family units is also appropriate, however rehabilitation should only be allowed when the unit does not front on main commercial streets in the downtown core and when the location would not significantly impact, or be impacted, by commercial uses. Construction of new detached single family residential dwellings on existing lots in the downtown should be discouraged and prohibited along the main commercial streets unless the proposed structure is infill between existing residential units that are likely to remain in place for at least 20 years. Subdivision of existing lots for single family residential use within the downtown district should not be allowed.

Modified development standards will be necessary for development of multi-family units on second stories in the downtown. In particular, parking standards should be lowered to combine residential parking with commercial parking, and the requirement for open space and landscaping waived. Similar consideration, short of waiving all development standards, should also be allowed for new multi-family development where commercial uses are integrated with a new project. Multi-family development should be held to downtown development standards similar to commercial businesses including architectural design, sidewalk and street improvements, landscaping, streetscaping elements, and participation in public parking projects.

## Industrial Designations

### *LI, Light Industrial: 0.25 - 1.00 FAR*

This Designation is intended for light industrial operations, and could include large office uses. Uses may include light manufacturing, warehousing, public and quasi-public facilities and operations, offices and administration facilities, research and development, and support business and commercial facilities. These areas are characterized by high truck traffic, greater employment density and large storage needs. Uses would be conducted mostly within buildings or structures with some outside storage or activity permitted. Light Industrial Designations are appropriate between residential and other industrial uses, or commercial and heavy industrial uses where minimal environmental conflicts can be demonstrated between the use and adjacent residential development.

To the extent allowed by parcel size, development within this Land Use is typically characterized by landscaped street frontages and a business park setting. A typical FAR for this Designation is 0.50, although, with some intensive office-warehouse type of use, the FAR could be as high as 1.00. Uses not permitted within this Designation are those that require open air storage of large quantities of raw, or semi-refined products.

### *HI, Heavy Industrial: 0.30 - 2.00 FAR*

This Designation differs from Light Industrial in that outside processing and storage of materials may be permitted. Uses included in this Designation are: industrial parks, agricultural product processing and refining operations, manufacturing, truck terminals, public or quasi-public facilities and structures, utility operations, fabrication, processing, assembling, warehousing, wholesale sales, research and development activities. Incidental retail uses which have a direct relationship to the industrial use or meet the day to day needs, such as food and fuel, of employees working in the Industrial area. A buffer zone should be installed between Industrially Designated lands and residential and commercial uses by either LI or CN designated areas, or open spaces. Care needs to be taken in designating new areas of HI so that land use conflicts are not created. A typical FAR for HI development would be 0.50, but could range as high as 2.00 if large amounts of office space or manufacturing is required. The effective FAR may be limited because of airport height regulations, fire equipment, and other public safety considerations.

## Other Land Use Designations

Other land uses than those listed above are used by the City to designate public facilities, or land that is not intended for intensive development. In some instances, the Designation is used to identify lands belonging to another governmental agency over which the City has limited land use control. Examples of this include schools and county office buildings.

### *PF, Public Facilities: 0.10 - 1.00 FAR*

This Designation includes schools and other property owned by the city, county, state, federal or local agencies. While larger public facilities are identified as PF, smaller facilities such as lift stations, water wells and substations, can be located in any Land Use Designation. The largest PF designated area in Corcoran is prisons. This area includes the existing CSP-Corcoran and the siting of the CSATF&SP-Corcoran. The prisons are located south of the City. Due to the nature of this Designation there is no way to determine a typical FAR.

#### *OS, Open Space: 0.01 - 0.10 FAR*

The Open Space Designation identifies community and neighborhood parks, pathways, storm drainage basins and water recharge areas throughout the City. While the OS Designation is intended primarily for public agency use, there are instances when private land may be designated OS. These would include annexation of active un-protested Williamson Act land, land with storm drainage or other open space "easements" upon it, or private environmental reserves. As with the PF Designation there is no typical FAR. By its very nature, however, this Designation is expected to have a very low FAR.

#### *AL, Limited Agriculture: 0.01 - 0.05 FAR*

The Limited Agriculture designation is applied to agricultural areas that bound urban areas, as buffer between urban uses and intensive agricultural uses. Permitted activities in AL include field crops, vines, pasture grazing, kennels, and farm related homes. Animal concentrations and agri-service businesses are not allowed. Minimum parcel size is ten acres. This Designation is applied to land within the City's Planning Area Boundary which is to be reserved as long term agricultural areas which are compatible with surrounding urban uses. The intent of this Designation is to create low intensity buffers between agricultural land outside of the Planning Area as well as protect critical public facilities from urban encroachment. As outlined in the Kings County General Plan, the minimum desirable parcel size is 20 acres for new development and not exceeding one dwelling unit per 20 acres. (There may be existing smaller parcels within this Designation which may develop with a single dwelling and associated farm related buildings.)

#### *AG, General Agriculture: 0.01 - 0.05 FAR*

The General Agriculture Designation is applied to agricultural areas further from urban areas. Permitted activities are the same as Limited Agriculture but also allows animal concentrations and agri-service businesses. Minimum parcel sizes range from 20 to 160 acres. As outlined in the Kings County General Plan, the minimum desirable parcel size is 20 acres for new development and not exceeding one dwelling unit per 20 acres. (There may be existing smaller parcels within this Designation which may develop with a single dwelling and associated farm related buildings.)

## **GOALS**

The goals of the Land Use Element are to:

- Expand job-creating and revenue-generating activities by increasing the overall amount of retail, commercial service and industrial development in the City.**
- Maximize the reputation of the City as an affordable place to live.**
- Ensure the City's future growth will proceed in an orderly manner that promotes efficient and equitable provision of public services and provides for the protection of sensitive agricultural land.**
- Encourage development of vacant or underutilized land within the City Limits.**
- Manage the rate of urban expansion at a level which does not exceed the capacity of the City to provide the necessary levels of community services and facilities.**
- Establish community design guidelines for new development and revitalization projects that reflect high standards of community development, appearance and image.**

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### **Residential Development**

#### *Objectives, Policies & Programs*

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Following are the Objectives, Policies, and Programs relating to residential uses. More detailed information on housing types, programs, policies and implementation is found in the Housing Element.

#### **OBJECTIVE LU 1 (AP)**

Maintain a balance between the cost of providing efficient community services and the benefits associated with continued growth.

#### **POLICY LU 1.1 (AP)**

Development proposals shall be reviewed to ensure that impact on public services and facilities, and significant environmental impacts have been mitigated to the extent feasible.

#### **PROGRAM LU 1.1-A (AQ)**

*Maintain, and update as required, master plans for water, sewer, drainage, circulation, parks and recreation, and other public facilities including fire stations.*

#### **PROGRAM LU 1.1-B**

*The City shall adopt and maintain a Capital Improvement Program that addresses the short- and long-term infrastructure needs of the City. The Capital Improvement Program shall identify funding sources, including assessment districts, general fund, grants, state subventions and fees available to fund the projects.*

**PROGRAM LU 1.1-C (AP)**

*The City shall prepare and maintain a development fee structure which provides revenue to off-set infrastructure and utility costs and implement the Capital Improvement Program. Cost of major Capital Improvements may be financed by assessment districts where appropriate. The structure may also allow development density increases to off-set excess dedication.*

**OBJECTIVE LU 2 (AP)**

**Develop and maintain a pattern of residential land uses that provides for a variety and balance of densities and a mixture of different dwelling and tenure types.**

**POLICY LU 2.1**

Residential development shall be consistent with the density ranges included in Table LU-4. Lower densities may be permitted when the City makes all of the following findings:

- A. That the development is compatible with the surrounding neighborhood and will not have a detrimental effect on existing or future higher intensity land uses such as commercial, multi-family housing, or circulation and transportation systems.
- B. That the development will contribute to the infrastructure Capital Improvement Fund in an amount equal to the density assumed for the area in the preparation of infrastructure plans or fee schedules, or that no net loss of revenue to the fund will result from the reduction in density.
- C. That the reduction in density is necessary to achieve superior quality development with respect to site planning and open space recreation facilities and/or the preservation of natural resources such as mature trees, or viable habitat areas.
- D. That the density reduction will not prevent the City from achieving its goals for low and moderate income housing as described in the Housing Element.

**POLICY LU 2.2**

Encourage and promote the use of Area Plans, Specific Plans and Planned Developments to provide a variety of densities and mixture of uses for residential areas.

**POLICY LU 2.3**

Residential development shall be consistent with the density ranges included in Table LU-4. Higher or maximum densities may be permitted when a project meets

## *Land Use*

criteria, guidelines, and safeguards as outlined in the Zoning Code, and is usually developed as a part of a Planned Development. In general, review includes:

- A. City review of existing infrastructure, and traffic loads in regards to the surrounding neighborhood.
- B. Public hearings and notices addressing the change in density.
- C. Review criteria generally includes:
  - 1. Density will not cause a significant unfunded/reduction in the level of service or public service;
  - 2. Project design addresses noise, traffic and access;
  - 3. Adjacent land uses, existing or planned, are not significantly impaired or prohibited as a result of the increase in density/intensity; and
  - 4. Sufficient safeguards are built into the project to prevent degradation of the project over time to where the project becomes a blight on the community.

### **OBJECTIVE LU 3 (AP)**

**Provide single family residential neighborhoods with a variety of cost ranges dispersed throughout the City.**

#### **POLICY LU 3.1 (AP)**

The creation of new parcels or development on existing parcels north of Patterson Avenue and south of Orange Avenue will require annexation to the City. Development or creation of parcels south of Patterson and north of Sherman (Omaha) Avenue may be processed as infill development by Kings County.

#### **POLICY LU 3.2 (AP)**

Infill development is encouraged for single-family housing.

#### ***PROGRAM LU 3.2-A (AP)***

*Design of new infill development shall conform to the character, density and scale of existing residential neighborhoods.*

### **OBJECTIVE LU 4 (AP)**

**Provide multi-family rental units in a variety of cost ranges dispersed throughout the City.**

#### **POLICY LU 4.1**

Multi-family projects shall be approved as established by the City Council or Planning Commission. The time period for construction of projects shall be a certain time as established by the Zoning Ordinance and/or at the time of approval.

**POLICY LU 4.2**

Infill development and use of underutilized structures for multi-family housing is encouraged.

**POLICY LU 4.3 (AP)**

Multi-family development shall be required to submit detailed architectural and site plans with the application request.

**PROGRAM LU 4.3-A (AP)**

*Multiple family units in excess of 20 units in size will be required to maintain on-site management.*

**PROGRAM LU 4.3-B (AP)**

*Where multiple story housing units are proposed adjacent to existing or planned in residential areas, building elevations and the location of windows, balconies and air conditioning units above the first story shall be reviewed by the City to assure visual compatibility and residential privacy.*

**PROGRAM LU 4.3-C**

*Energy efficient development is encouraged.*

**POLICY LU 4.4 (AQ) (AP)**

Multiple family development shall be planned near existing or projected commercial facilities and open space, and served by collector or arterial streets.

**POLICY LU 4.5**

Mobile home parks shall be a conditional use in medium or high density residential land designated areas. High standards of development and maintenance with respect to the provision of recreation and open space, landscaping and exterior appearance of the development shall apply.

**OBJECTIVE LU 5 (AP)**

Encourage special residential opportunities to meet the needs of the City's residents.

**POLICY LU 5.1 (AQ)**

Special residential land uses, such as senior housing, shall be distributed throughout the City to assure their accessibility to activity centers and shopping areas, and to provide the option of continuing to reside in neighborhoods of mixed economic, ethnic, and age groups.

**POLICY LU 5.2 (AQ)**

Senior residential housing projects proposed on the periphery of the developed area of the City shall be required to provide evidence of adequate and affordable special transportation, such as vans, as part of project development.

## Land Use

### **PROGRAM LU 5.2-A (AQ)**

*Promote use of City of Corcoran Dial-A-Ride and encourage locating special residential land uses on routes. Maps and route information should be readily available to residents at such developments and at public facilities.*

### **POLICY LU 5.3 (AQ)**

Home occupation permits may be permitted in single family residential areas where the use is clearly incidental and secondary to the use of the residence for dwelling purposes.

### **OBJECTIVE LU 6 (AQ)**

Adopt design standards which encourage residential areas to have a "Neighborhood Orientation".

### **POLICY LU 6.1 (AQ)**

New residential developments designed for individual lots, or clustered units shall have varied front yard setbacks.

### **PROGRAM LU 6.1-A (AQ)**

*Amend the Zoning Ordinance residential setback requirement to provide for average setbacks that allow parts of the dwelling to be closer to the roadway when the garage is set further off of the road.*

### **PROGRAM LU 6.1-B**

*Amend the Zoning Ordinance to provide design and development standards for public facilities and other ancillary uses permitted in residential neighborhoods such as, churches or large day care centers. The standards shall be designed to have a minimum negative impact on the neighborhood.*

### **OBJECTIVE LU 7 (AQ)**

Create an enhanced streetscape environment through the use of landscape standards and pedestrian access along arterial and collector streets.

### **POLICY LU 7.1 (AQ)**

Where sound walls are required along arterial and collector streets, they shall be landscaped according to the Streetscaping Standards adopted by the City, and where feasible combined with "daylighted" cul-de-sacs.

### **PROGRAM LU 7.1-A (AQ)**

*The City shall develop subdivision design guidelines which define design preferences, and include sound wall and "daylighted" cul-de-sac standards.*

### **OBJECTIVE LU 8 (AQ) (AP)**

Minimize conflicts between residential uses and other incompatible land uses.

**POLICY LU 8.1 (AQ) (AP)**

Appropriate buffers or other effective measures shall be included in development plans to ensure that conflicts such as noise, odor, light and glare, dust, or other potentially significant adverse environmental conditions are minimized.

**PROGRAM LU 8.1-A**

*Modest expansion or remodeling of existing nonconforming uses in any use designation shall be allowed up to 50 percent or less of the value of the structure.*

**POLICY LU 8.2 (AP)**

Corcoran shall participate in the development and application of the Kings County Airport Land Use Compatibility Plan (KCALUCP) for the Corcoran Airport.

**PROGRAM LU 8.2-A (AP)**

*Continue to work with the Federal Aviation Administration and the California Division of Aeronautics to implement the KCALUCP for the Corcoran Airport and associated environmental documents.*

**POLICY LU 8.3 (AP)**

Corcoran shall continue to implement and maintain to the extent feasible, the KCALUCP for the environs of the Corcoran Airport.

**PROGRAM LU 8.3-A (AP)**

*The Land Use Element of the Corcoran General Plan and the Corcoran Zoning Ordinance shall be used to restrict potentially hazardous land uses from being established within Compatibility Zones A & B1/B2 as defined by the KCALUCP and illustrated in Figure LU-1, City of Corcoran Land Use Map.*

*Compatibility Zone A is the area nearest the airport runway where the probability of an accident and the impact of noise are the greatest. The following restrictions would apply in Compatibility Zone A:*

- *No new residential construction;*
- *No new schools, churches, or other facilities accommodating large groups of people;*
- *Height limitations of structures shall be in conformance with Federal Aviation Administration regulations; and*
- *No new structure shall be built within 300 feet of the center line of the runway or 1,000 feet from the ends of the runway.*

*Compatibility Zone B1/B2 is the area immediately adjacent to Zone A, where the probability of an accident is lower than in Zone A and where there may be unacceptable noise levels. The following restrictions apply in Compatibility Zone B1/B2:*

## *Land Use*

- *Creation of new residential lots will be prohibited;*
- *New single family residential construction may be allowed on existing lots on a case-by-case basis after evaluation for potential hazards;*
- *No new schools, churches, or other facilities accommodating large groups of people may be constructed;*
- *Height limitations of structures shall be in conformance with Federal Aviation Administration regulations; and*
- *No new structure may be built within 300 feet of the center line of the runway or 1,000 feet from the ends of the runway.*

### **OBJECTIVE LU 9 (AP)**

Maintain at least a five year supply of land designated for residential development to ensure affordability in home prices.

#### **POLICY LU 9.1 (AP)**

City shall review vacant land use designations every year to ensure an adequate supply of residential land is available.

#### **PROGRAM LU 9.1-A (AP)**

*If it is determined that there is insufficient residential land and the market is such that there is potential to not have affordability in home prices, the City shall designate additional land for residential use.*

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## **Nonresidential**

### *Objectives, Policies & Programs*

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### **OBJECTIVE LU-10 (AP)**

Identify and plan for adequate land within the City to sustain commercial activity which will:

1. Conveniently serve current and future residential needs;
2. Provide employment opportunities;
3. Contribute to the attractiveness of the community;
4. Contribute to the City's revenue base; and
5. Promote Corcoran's "Window On The World".

#### **POLICY LU 10.1 (AQ) (AP)**

Developers of commercial uses shall be required to participate in funding of all infrastructure improvements necessary to accommodate the level of activity anticipated. Infrastructure improvements may include construction of major streets, signalization, water, sewer, and drainage facilities to the extent such improvements are necessary to serve the commercial uses.

**PROGRAM LU 10.1-A (AQ) (AP)**

*Development conditions of approval should reflect that the City's Capital Improvement Program has been considered, and that action is taken to ensure the Program's implementation.*

**POLICY LU 10.2 (AP)**

All commercial uses shall contribute to the resolution of traffic, public transit, and parking impacts created by additional traffic demands generated by those businesses.

**POLICY LU 10.3 (AQ) (AP)**

Development proponents are required to demonstrate that adequate circulation improvements including street improvements, signalization, bridges, public transit, and parking facilities are available or can be made available through mitigation measures to serve the proposed project.

**PROGRAM LU 10.3-A (AQ) (AP)**

*Occupancy permits will not be issued until associated traffic, public transit, and parking impact mitigation measures are completed or an agreement has been approved for their completion.*

**OBJECTIVE LU 11**

Promote the vitality of the Downtown District by encouraging it to become a unique shopping district with a variety of retail sales, restaurants, entertainment, public gathering facilities, offices, government offices, residential and open space uses.

**POLICY LU 11.1 (AQ)**

The City shall work with the Chamber of Commerce, and other interested groups to develop a Downtown Plan for the planning and implementation of programs to support the continued evolution of the downtown. The Plan shall include detailed development requirements and guidelines for the Downtown District.

**PROGRAM LU 11.1-A**

*Design standards shall be created and adopted for the Downtown District which address facades, buildings materials, etc., to improve the appearance of downtown, as well as, preserve nearby residential neighborhoods.*

**POLICY LU 11.2**

Mixed uses which support the overall intent of the Downtown District should be encouraged by the adoption of a flexible zoning district applicable only in the Downtown District.

**PROGRAM LU 11.2-A**

*Amend the Zoning Ordinance to provide for a new Downtown District Classification which allows flexibility in the combination of uses including retail sales, restaurants, offices, entertainment, government offices, residential, and open space use consistent with an adopted Downtown Plan.*

## Land Use

### **POLICY LU 11.3**

A mixture of public and private office development with supporting retail should be developed within and around the Downtown District to provide a location for private and public offices and services in the central area of Corcoran.

### **POLICY LU 11.4**

The City shall encourage and help implement the policies and programs of the City of Corcoran Redevelopment District.

#### ***PROGRAM LU 11.4-A***

*The City shall work with the Redevelopment Agency in implementing the redevelopment plan, especially in terms of downtown parking improvements, infrastructure improvements, street improvements, and business recruitment.*

#### ***PROGRAM LU 11.4-B***

*Substandard structures outside the City limits should be considered for redevelopment and developed as provided in the Redevelopment District Plan.*

#### ***PROGRAM LU 11.4-C***

*The City shall encourage redevelopment of underutilized and vacant structures and property within the City limits by both private and public entities.*

### **POLICY LU 11.5**

Development of new multi-family dwellings should be encouraged in the downtown district which may include development of the second story of existing commercial buildings, when integrated with new commercial buildings, or on existing lots not directly fronting predominately commercial blocks. Reduced development standards may be allowed with regard to parking and open space. However, conformance with downtown development standards is expected including architectural design, sidewalk and street improvements, landscaping, streetscaping elements, and participation in public parking projects.

#### ***PROGRAM LU 11.5-A***

*Amend Zoning Ordinance to provide for multi-family uses in the downtown where integrated with commercial uses or not located on predominately commercial blocks, and consistency with downtown development standards can be demonstrated.*

### **POLICY LU 11.6**

Rehabilitation of existing single family dwellings may be allowed when the unit does not front on main commercial streets in the downtown core and when the location would not significantly impact, or be impacted, by commercial uses.

#### ***PROGRAM LU 11.6-A***

*Substantial rehabilitation (more than 50% of the existing value of the structure) of single family dwelling shall require administrative review prior to initiation of the rehabilitation process. The purpose of the administrative review is to*

*determine consistency with the Downtown Plan and that the project would not significantly impact, or be impacted, by commercial uses.*

**POLICY LU 11.7**

Construction of new detached single family residential dwellings on existing lots in the downtown should be discouraged and prohibited along main commercial streets unless the proposed structure is infill between existing residential units that are likely to remain in place for at least 20 years. Subdivision of existing lots for single family residential use within the downtown district shall not be allowed.

**PROGRAM LU 11.7-A**

*Substantial rehabilitation (more than 50% of the existing value of the structure) of single family dwellings shall require administrative review prior to initiation of the rehabilitation process. The purpose of the administrative review is to determine consistency with the Downtown Plan and that the project would not significantly impact, or be impacted, by commercial uses.*

**POLICY LU 11.8**

Subdivision of existing lots for single family residential use within the downtown district shall not be allowed.

**OBJECTIVE LU 12**

Contribute to neighborhood identity by locating Neighborhood Commercial uses on collector streets.

**POLICY LU 12.1 (AQ)**

Neighborhood Commercial sites shall provide neighborhood-oriented mixed uses that provide for convenience shopping and services.

**POLICY LU 12.2**

Neighborhood Centers shall be designed at a neighborhood scale and contribute to the visual value of the area.

**PROGRAM LU 12.2-A**

*Site Plan review of Neighborhood Centers shall consider the following:*

- 1. Location of ingress and egress in relation to surrounding uses and adjust those locations to minimize traffic conflicts;*
- 2. Promote comprehensive street and parking lot landscaping to ensure that the Neighborhood Center substantially contributes to the overall appearance of the area;*
- 3. Ensure that noise and lighting are not disruptive to adjacent uses, in particular delivery vehicles and drive through activities;*
- 4. Design of structures is in scale and architecturally compatible with the existing or planned surrounding uses; and*

## *Land Use*

5. *Street and parking lot landscaping shall integrate the site with the balance of the neighborhood.*

### **POLICY LU 12.3 (AQ)**

Neighborhood Commercial sites are intended to serve the daily needs of a surrounding residential population base, and generally be located one-half (½) mile from each other at the intersections of Collector streets or in special circumstances at Arterial and Collector intersections. Special circumstances include the proximity of existing Neighborhood Commercial sites, projected land use, and location and configuration of Collector streets within the area.

### **POLICY LU 12.4**

Neighborhood Commercial Designations should be limited to a parcel or parcels which, individually or in aggregate, total between three to five acres. Small corner parcels containing only a convenience store shall be discouraged in favor of an integrated commercial development. Convenience stores which have been demonstrated by a project proponent to be an integral part of the overall Neighborhood Commercial development are acceptable.

### ***PROGRAM LU 12.4-A***

*Expansion of a Neighborhood Commercial Designation to adjacent properties may be permitted if the following findings can be made:*

1. *The adjoining parcel is too small to reasonably support its current Land Use Designation;*
2. *Expansion of the Neighborhood Commercial Designation would not significantly impact other adjoining uses; and*
3. *That the expansion will not place significant new demands on traffic or other existing infrastructure facilities.*

### **POLICY LU 12.5 (AP)**

The City recognizes that Commercial developments will occur over time as economic conditions warrant, however incremental development should not limit or preclude the integrated logical design of the full Commercial center.

**PROGRAM LU 12.5-A (AP)**

*When proposals are received by the City to develop only a portion of a parcel with Commercial Designation, that proposal shall be accompanied by a master plan which relates the proposed project to full buildout of the center and demonstrates how the incremental project fits with the overall circulation and parking, site layout, architectural design, and utility services plan for the center.*

**OBJECTIVE LU 13**

Minimize conflicts between industry and other land uses by concentrating industrial activity within selected planning areas.

**POLICY LU 13.1**

Retail Uses shall only be permitted in industrial areas as a secondary use to a permitted use, such as manufacturing. Retail and service commercial uses which serve the daily needs of employees in the area may also be permitted.

**PROGRAM LU 13.1-A (AQ)**

*Similar to impacts from residential projects on existing or proposed industrial development, new industrial development proposed near existing or planned residential land uses, shall be required to provide the City with a full and complete written discussion that addresses the project's impact on the viability of the existing or proposed residential land uses. The discussion shall include noise, hazardous materials, emergency response and evacuation, air quality, odors, light and glare, traffic, and aesthetics.*

**POLICY LU 13.2**

The City should seek to maintain a generous supply of industrial land which is attractive and desirable to potential industrial developers through the annexation of industrial land prior to receiving development applications.

**OBJECTIVE LU 14**

Maintain, enhance, and promote the positive factors in the City's industrial area.

**POLICY LU 14.1 (AQ)**

Appropriate truck routes shall be designated serving the industrial area which promote direct access and are functionally adequate.

**Public Facilities & Schools**  
*Objectives, Policies & Programs*

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**OBJECTIVE LU 15**

**Provide sufficient levels of facilities and services prior to or concurrent with planned development.**

**POLICY LU 15.1**

New development shall be phased according to the available capacity of facilities and public services to accommodate new development.

**POLICY LU 15.2**

Encourage the concurrent (as opposed to piecemeal) annexation of adjacent unincorporated properties in order to facilitate the formation of assessment districts, benefit districts, and other financial mechanisms which will provide public facilities in an efficient and effective manner.

**OBJECTIVE LU 16**

**Public facilities should be located with regard to residential uses and avoid conflicting land uses.**

**POLICY 16.1**

Encourage joint use of public facilities by other public agencies and non-profit organizations.

**OBJECTIVE LU 17**

**Assist CJUSD in planning for and providing educational facilities with sufficient permanent capacity to meet the needs of current and projected future enrollment.**

**POLICY LU 17.1**

Encourage CJUSD to develop a comprehensive master plan as a means of providing greater detail on specific school sites, buildings, educational facilities, and funding mechanisms.

**POLICY LU 17.2**

Support school sites which are appropriately located within attendance areas.

**PROGRAM LU 17.2-A**

*Location criteria for new schools should include the following:*

1. *Elementary schools should be planned as an integral part of neighborhoods located away from major arterial streets and linked with recreational parks and community corridors serving residential neighborhoods and situated so as to reduce or eliminate the need for student transportation.*

2. *Middle schools and high schools should be located with respect to the student populations which they serve, with direct access provided from collector or arterial streets.*
3. *Middle schools are generally considered compatible with most residential and park uses, but are not generally considered compatible with retail commercial and general industrial uses.*
4. *High schools are generally considered compatible with most residential, park, service commercial, office, and light industrial uses, but are not generally considered compatible with retail commercial and general industrial uses.*

**POLICY LU 17.3**

Notify CJUSD of newly proposed developments as soon in the review process as possible to allow ample time for the assessment of impacts on school facility needs.

**POLICY LU 17.4**

Whenever possible, school sites should be integrated with recreation parks, and community recreation corridors to maximize the benefits of those facilities as pedestrian and bicycle access with a minimum of interruption by the street system.

**POLICY LU 17.5**

The City of Corcoran shall consider approving residential projects which have recognized the impact of new development on the CJUSD and provided mitigation for those impacts to the extent allowable by law.

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**Growth Management**

*Objectives, Policies & Programs*

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**OBJECTIVE LU 18 (AP)**

Resist the premature conversion and/or annexation of agricultural lands to urban uses.

**POLICY LU 18.1 (AP)**

The City supports Kings County General Plan objectives and policies which direct new industrial and commercial development to cities and requires new residential development to be contiguous to urban development and to be annexed to the City, to maintain limited agriculture land use designations within the City's General Plan Planning Area boundary.

**POLICY LU 18.2 (AP)**

The City supports Kings County General Plan objectives and policies which protect agricultural lands by maintaining large parcel sizes in the Limited Agriculture designation to prevent the development of incompatible urban uses, specifically maintaining large parcels adjacent to urban areas prior to conversion to urban uses,

## *Land Use*

and prevent the division of parcels less than ten acres in size within the City's General Plan Planning Area, except for specified Agricultural Land Divisions for Farm Home Retention and Family Farming Division.

### **POLICY LU 18.3 (AQ) (AP)**

Urban level development shall occur within the City. Any urban development requiring basic City services outside the incorporated City shall be annexed prior to the provision of services.

### **PROGRAM LU 18.3-A (AP)**

*The City encourages the use and development of vacant, and underdeveloped land within the City limits, before annexation of land. A proposed amendment to the Land Use Map to change commercial, office, service commercial, or industrial to a residential use must be accompanied by an analysis that demonstrates that there will remain a sufficient amount of land in accessible location to maintain a positive or neutral fiscal and housing to job ratio in the City. The land use analysis shall also demonstrate that residential development will not have a negative impact on using adjoining parcels for commercial, office, service commercial, or industrial uses or shown on the Land Use Map. Should the analysis fail to demonstrate a positive neutral impact, other land may be proposed for commercial, office, service commercial or industrial land use with the consent and support of the property owner to provide such positive or neutral fiscal or housing to jobs ratio in the City.*

### **PROGRAM LU 18.3-B (AP)**

*The City favors phased annexation of land needed for new development.*

## **OBJECTIVE LU 19**

Provide for coordination of development planning and processing in the unincorporated fringe area - areas in transition- of the City through the preparation of Area or Master Plans.

### **POLICY LU 19.1**

The City of Corcoran may participate with Kings County in the preparation of Area or Master Plans in City fringe areas as a means of creating a joint development review process and establishing mutually desirable standards for development in that area. Such Area Plans may be adopted by the City of Corcoran and Kings County as an addition to their respective General Plans.

### **PROGRAM LU 19.1-A**

*The City of Corcoran and Kings County have identified City fringe areas where a Plan should be prepared to guide development and provide for the consistent implementation of infrastructure programs. An Area Plan boundary has been initially established for approximately 392 acres, divided between the western part consisting of 218 acres, and the eastern part of 174 acres (refer to Figure LU-4).*

**PROGRAM LU 19.1-B**

*From time to time the City may identify other City fringe areas which require substantial planning and development coordination between the City and County and require the preparation of Area Plans for these locations.*

**PROGRAM LU 19.1-C**

*Area or Master Plans should, at a minimum, consist of land use plans or designs that provide a concept for full development of the land within the plan boundary; circulation patterns and standards for development; and infrastructure concept plans which define the range and type of infrastructure needed to support buildout of the land. If such plans are to be implemented by both the City and County, then such plans should be approved by both agencies to provide for consistent implementation processes.*

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**City/County/Regional Relationships**

*Objectives, Policies & Programs*

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**OBJECTIVE LU 20 (AP)**

Maintain and enhance a cooperative relationship with Kings County, other cities in the county, school districts, water and irrigation districts through participation in any regional planning activities.

**POLICY LU 20.1 (AP)**

Support Kings County General Plan goals, objectives, and policies that promote the Kings County Local Agency Formation adoption of the Corcoran Sphere of Influence and General Plan Land Use Plan for areas outside the City Limits.

**POLICY LU 20.2 (AQ)**

Actively participate in regional transportation planning, solid waste disposal, ground water recharge, air quality, and other significant regional issues effecting multiple agencies.

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**Jobs/Housing Relationship**

*Objectives, Policies & Programs*

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**OBJECTIVE LU 21 (AP)**

Develop sufficient employment generating uses to maintain a positive City fiscal condition and housing balance.

**POLICY LU 21.1 (AQ) (AP)**

Locations for commercial, office, service commercial, and industrial have been designated to assure that there will be sufficient land available to create an economic base and job generating potential to serve future residents. Efforts to

## *Land Use*

utilize this land for residential purposes should be discouraged unless proponents can demonstrate that there is a sufficient amount of land in desirable and accessible locations to maintain positive fiscal and housing to job ratios in the City.

*[End of Land Use Element]*

## CIRCULATION ELEMENT

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### INTRODUCTION

The adequacy and capacity of circulation systems influences the nature, extent and pace of urban development. As a result, the Objectives, Goals, Policies and Programs of both the Land Use Element and Circulation Element must be complementary. The Circulation Element not only pertains to the movement of automobiles, but the whole range of transportation alternatives: pedestrian, bicycle, truck, rail, and air. For the City of Corcoran's circulation system to be successful, all of these modes of transportation must be integrated with adjacent land uses. Such a system is considered "multi-modal" in that many different methods of transportation can be used to get to a destination. Circulation routes are located on Figure CI-1 Circulation Routes (see pocket at end of document).

### ROADWAY CLASSIFICATIONS/HIERARCHY OF STREETS

Street and highway facilities serve two basic functions; mobility and access. *Mobility* refers to the provision of vehicle movement, and *Access* refers to parking, storage or driveway access at the origin or destination of a person's trip. Each roadway type is designed to emphasize varying degrees of mobility or access. Unfortunately, these two functions are often not complementary. Unlimited access often degrades mobility, while mobility without access is acceptable for long trips—such as across town, but of little help for trips to the local store. To help increase mobility, access is occasionally restricted.

Streets in the City of Corcoran are classified by their function. Table CI-1 lists the various types of street classifications and their respective function. Figure CI-1, located in the pocket at the end of document, depicts circulation classifications for streets within the General Plan Boundary based on the Goals, Objectives, Policies and Programs of this Element. Street hierarchy is shown on Figure CI-2.

Efficient street design allows for both local and long distance trips, and provides an efficient means to move about the City. Most people live on a Local Street or Cul-De-Sac that is designed to service just a few residential homes. Collector Streets gather traffic from several Local Streets, and direct it toward Arterial Streets. Arterial Streets serve to move large amounts of traffic longer distances—across town for example—as well as serving those developments that have high traffic demand. Arterial Streets serve to connect the City to major highways, and from there to the rest of the state.

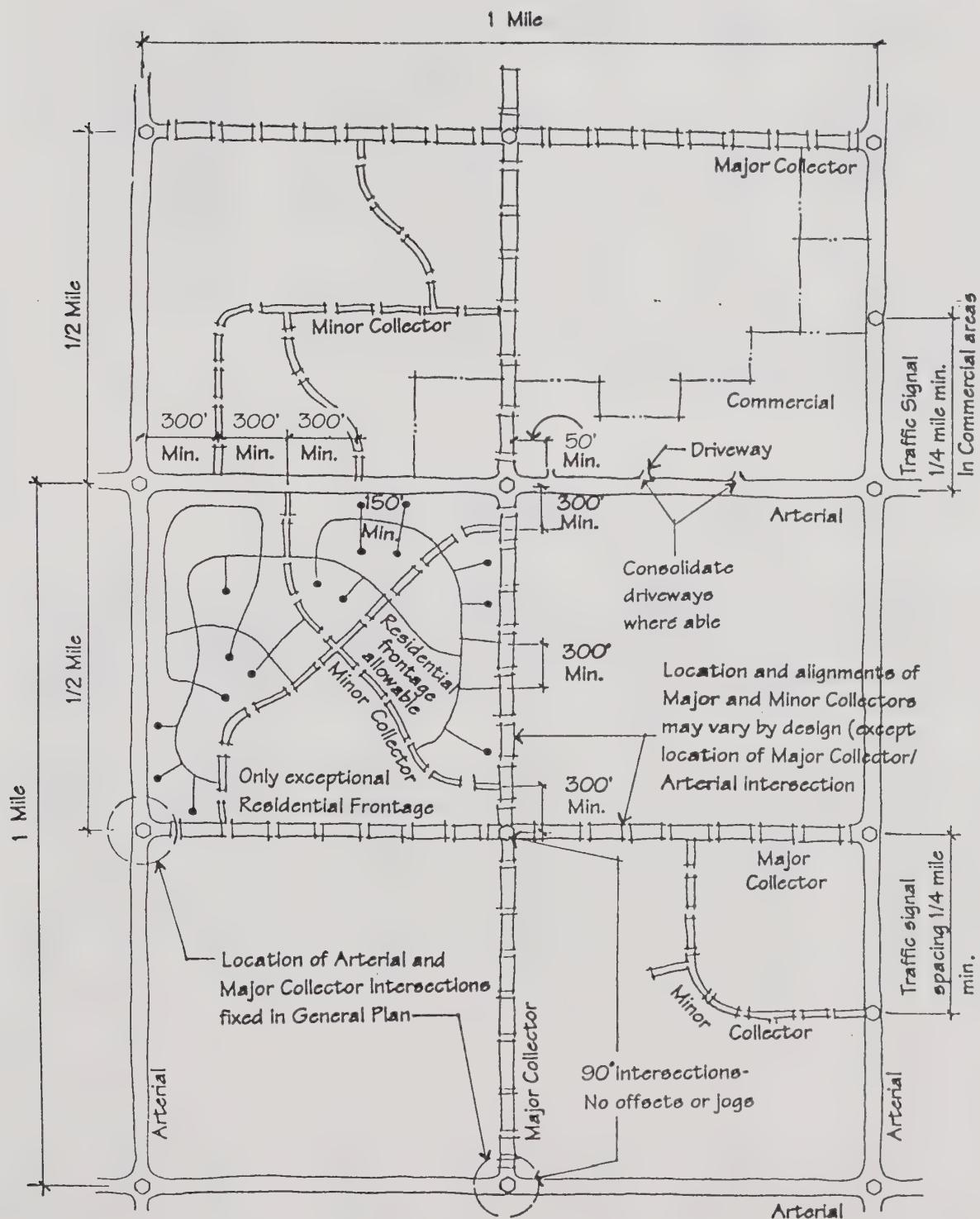


Figure CI-2: Hierarchy of Streets

**Table CI-1**  
**Corcoran General Plan**  
**General Plan Street Standards**

Street Classification	Right of Way Width	Typical Configuration
Local Residential <sup>1</sup>	56'	2 lanes
Collector <sup>2</sup>	68'	2 lanes
Arterial <sup>2</sup>	80'	4 lanes
Arterial Entryway <sup>3</sup>	100'	4 lanes

<sup>1</sup>Right-of-way includes park strip between sidewalk and curb.

<sup>2</sup>Existing neighborhoods and special conditions.

<sup>3</sup>Right-of-way includes median strip.

## ROADWAY CLASSIFICATION/LEVEL OF SERVICE (LOS)

The classification of a street is based on its design (number of lanes), volume (number of cars that use the street on an average day), and the type of traffic that the street is likely to accommodate (industrial/commercial vs. residential). The "capacity" of a street system is a function of the volume of traffic and the number of lanes. The analysis of these components result in a LOS determination.

LOS is typically ranked on a scale of A through F, with A being the best LOS and F the worst. Establishing LOS uses a number of different criteria. Table CI-2 lists the standard LOS criteria and perceived differences between each level. Other criteria that affects LOS are width of streets, signalized intersections, and limited access on collector streets and arterial streets. The City of Corcoran has adopted a LOS "C" and temporary LOS "D" for peak afternoon periods at some intersections. This LOS is consistent with other communities and provides for an affordable circulation system.

**TABLE CI-2**  
 Corcoran General Plan  
**Level of Service [LOS] Description**

LOS	Conditions	Subjective Description	Percent of Maximum Capacity
A	Free Flow	<i>Users are unaffected by other traffic, freedom of speed and movement, level of comfort, convenience and safety is excellent.</i>	0 - 59%
B	Stable Operation	<i>Users begin to notice other traffic, freedom of speed continues, but freedom to maneuver declines slightly.</i>	60% - 69%
C	Stable Operation	<i>Users are affected by other traffic, freedom of speed and maneuver are greatly affected. Traffic signals operate at maximum efficiency.</i>	70% - 79%
D	Approaching Unstable	<i>Users are greatly affected by traffic, comfort, convenience and safety significantly affected. Users wait one signal cycle to pass through an intersection.</i>	80% - 89%
E	Unstable Operations	<i>Traffic volumes at or near capacity, users wait several signals to pass through intersection.</i>	90% - 99%
F	Forced Flow	<i>Traffic volumes exceed the capacity of the street and traffic queues develop. Stop and go traffic conditions.</i>	100% - plus

Sources: 1985 Highway Capacity Manual, Special Report 209, Transportation Research Board.

1965 Highway Capacity Manual, Special Report 87, Highway Research Board.

## FREeways

Although not in the immediate planning area, the City of Corcoran is situated between Interstate 5 and Highway 99, the two major north-south connectors through the Central Valley.

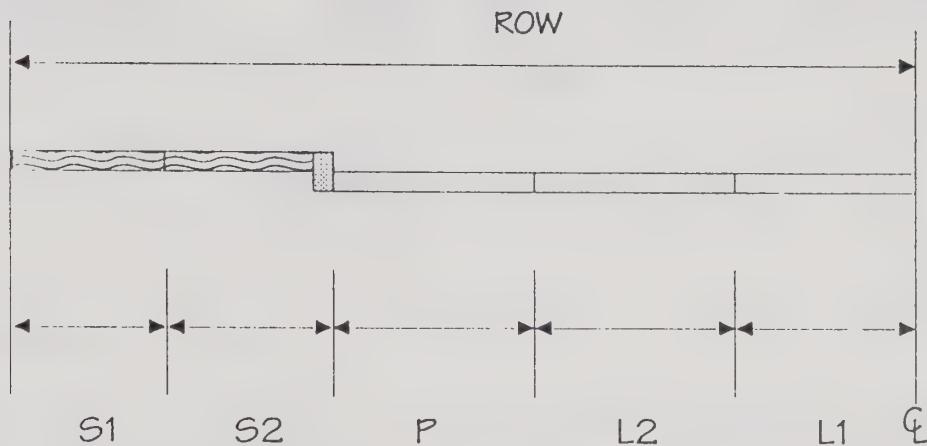
## ARTERIAL

Arterial streets typically are four lane streets. Arterial streets typically are constructed on a right-of-way of 80 to 100 feet wide. Some existing two lane streets are used as arterial, usually in the downtown area. Arterial Streets provide for through traffic movement on a continuous route joining major traffic generators. Designation of an Arterial is a result of street function, rather than physical size. The main concern is traffic movement through the City. Table CI-3 shows the arterial streets for Corcoran. Figure CI-4 shows the typical standard for Arterial in Corcoran.

**Table CI-3**  
Corcoran General Plan  
Arterial Streets

North-South	East-West
Otis Avenue (Orange Ave. to Whitley Ave)	Whitley Avenue (City Limits to Hwy 43)
Pickerell Avenue (Orange Ave. to Sherman Ave.)	New Entryway (Hwy 43 to Orange Ave.)
Waukena Avenue/Highway 137	Orange Avenue (Dairy Ave. to Pickerell Ave.)
Dairy Avenue (Paris Ave. to Orange Ave.)	Paris Avenue (Dairy Ave. to 4th Ave.)
Flory Avenue (Whitley Ave. to King Ave.)	
King Avenue (Bainum Ave. to Paris Ave.)	
4th Avenue (Paris Ave. to State Highway 43)	

Typical Street Development Standards



Half Street Section

Street Designation	ROW	S1	S2	P	L2	L1
Local Residential	56'	4'	4'	8'		12'
Collector	68'	6'	4'	12'		12'
Arterial	80'	4'	6'	6'	12'	12'

Notes:

1. Sidewalk dimension includes curb.
2. All measurements are exclusive of required landscape or noise attenuation.
3. Non-residential uses may be required to have landscaped front yards adjacent to ROW.
4. All measurements are "typical" and may vary significantly due to site conditions.

Figure CI-3: Right of Way Development Standards (Typical)

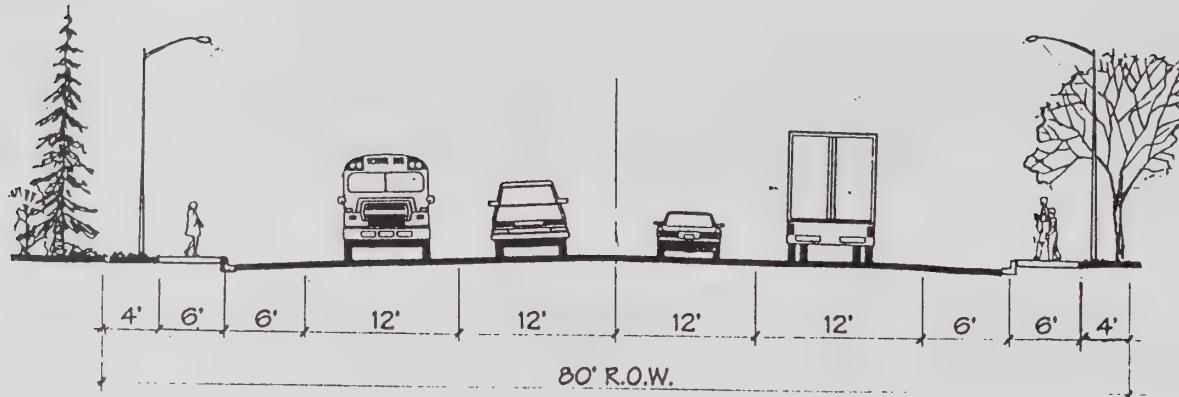


Figure CI-4: Typical Arterial Standards

## COLLECTORS

Collector streets are typically two lanes. Some Collector streets may have center turn lanes. Collectors allow traffic movement within an area and connect Local streets to the arterial road system. Right-of-way width is 60 feet. Table CI-4 lists collector streets for the City of Corcoran. Similar to Arterial and Collector streets are designated based on function rather than physical size (see Figure CI-3). Typical Collector streets profile are shown in Figure CI-5.

Table CI-4  
Corcoran General Plan  
Collector Streets

North-South	East-West
6½ Avenue (Bainum Ave to Niles Ave.)	North Avenue (7th Ave. to Otis Ave.)
Dairy Avenue (Orange Ave. to Niles Ave.)	Patterson Avenue (7th Ave. to Otis Ave.)
Letts Avenue (Sherman Ave. to Orange Ave.)	Sherman Avenue (6½ Ave. to Flory Ave.)
Chittenden Avenue (Whitley Ave. to Otis Ave.)	Ottawa Avenue (7th Ave. to King Ave.)
Van Dorsten Avenue (Ottawa Ave. to Sherman Ave.)	Pueblo Avenue (Dairy Ave. to City Limits)
	Orange Avenue (7th Ave. to Dairy Ave.)
	Bainum Avenue (6½ Ave. to Flory Ave.)

## Circulation

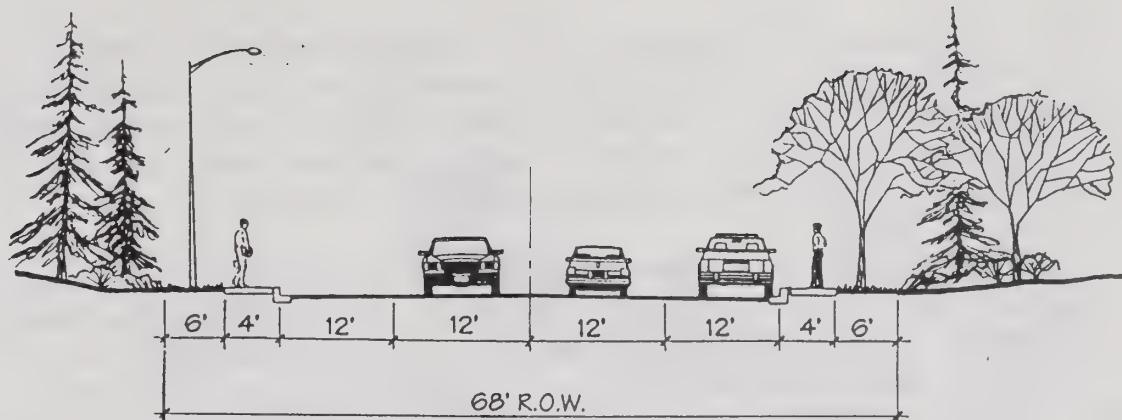


Figure CI-5: Typical Collector Standard

## LOCAL RESIDENTIAL STREETS

Local streets that serve as residential access to collector streets. Local streets constitute the largest part of the City's circulation system. Trip lengths are normally short and with very low traffic volumes. Local streets are two lanes with a right-of-way of 56 feet. These streets provide direct access to residential areas, and as such, traffic volume, frequency of noise, and safety are very important issues to residents. Often the quality of these streets may make the difference between a desirable or an undesirable neighborhood. Most of streets in the City are included in this definition. Local street profiles are in Figure CI-6.

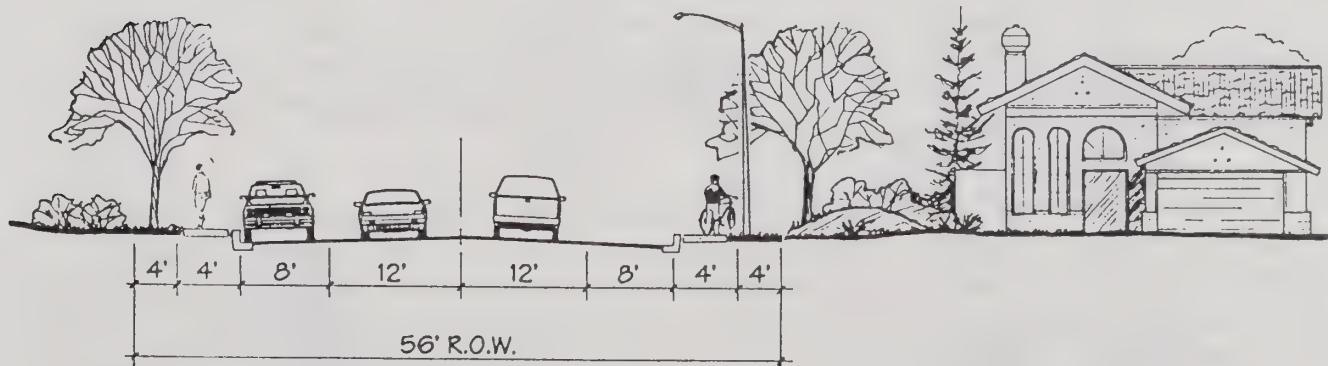


Figure CI-6: Typical Local Street Standard

## ALLEYS

In the Downtown, alleys can provide pedestrian links between parking and storefronts. Alleys can also be used to provide access to the rear of larger lots, increasing design potential. Alleys can also be used to provide service deliveries to businesses. Although alleys are considered secondary access, they often must accommodate heavy vehicles which requires improvements similar to streets.

After a long absence, alleys are becoming popular again with new developments. The primary reason alleys were eliminated from residential zones was cost. Alleys increase the amount of "street" frontage that must be maintained for a given home. Since alleys must accommodate heavy garbage trucks, the overall design was similar to a major roadway. Recent planning trends are moving toward more alleys to provide vehicle access for homes and narrower streets. New development proposing this type of access will need to include provisions for maintenance by creating assessment districts or homeowners associations.

## CUL-DE-SACS

Literally "bottom of the sack", cul-de-sacs are dead-end streets that typically have large turn around areas at the end. Cul-de-sac lots are considered desirable by some because of low traffic, privacy and the larger lot sizes that result from the unusual street design. Unfortunately, cul-de-sacs can pose safety problems if they are too long, and public services can be difficult to provide if there is not secondary access. One solution is the "daylighted" cul-de-sac that provides pedestrian access to an adjacent collector or arterial, but prohibits vehicular access. See Figure CI-7 for a typical design of a "daylighted" cul-de-sac.

## TRUCK ROUTES

Truck routes are intended to carry heavy commercial, industrial, and agricultural vehicles through and around the community with minimum disruption to local auto traffic and minimum annoyance to residential areas. Access to industrial sites by truck should avoid use of any arterial or collector streets which travel through existing or proposed residential areas.

Truck routes have been established and adopted on a number of streets. The truck routes use arterial and major collectors throughout the City. Because of the limited access to industrial areas and the growth of residential uses along trucks corridors, it is impossible to avoid truck routes through some existing residential areas. Future development planning should avoid perpetuating the problem. Truck routes are shown in Figure CI-8.

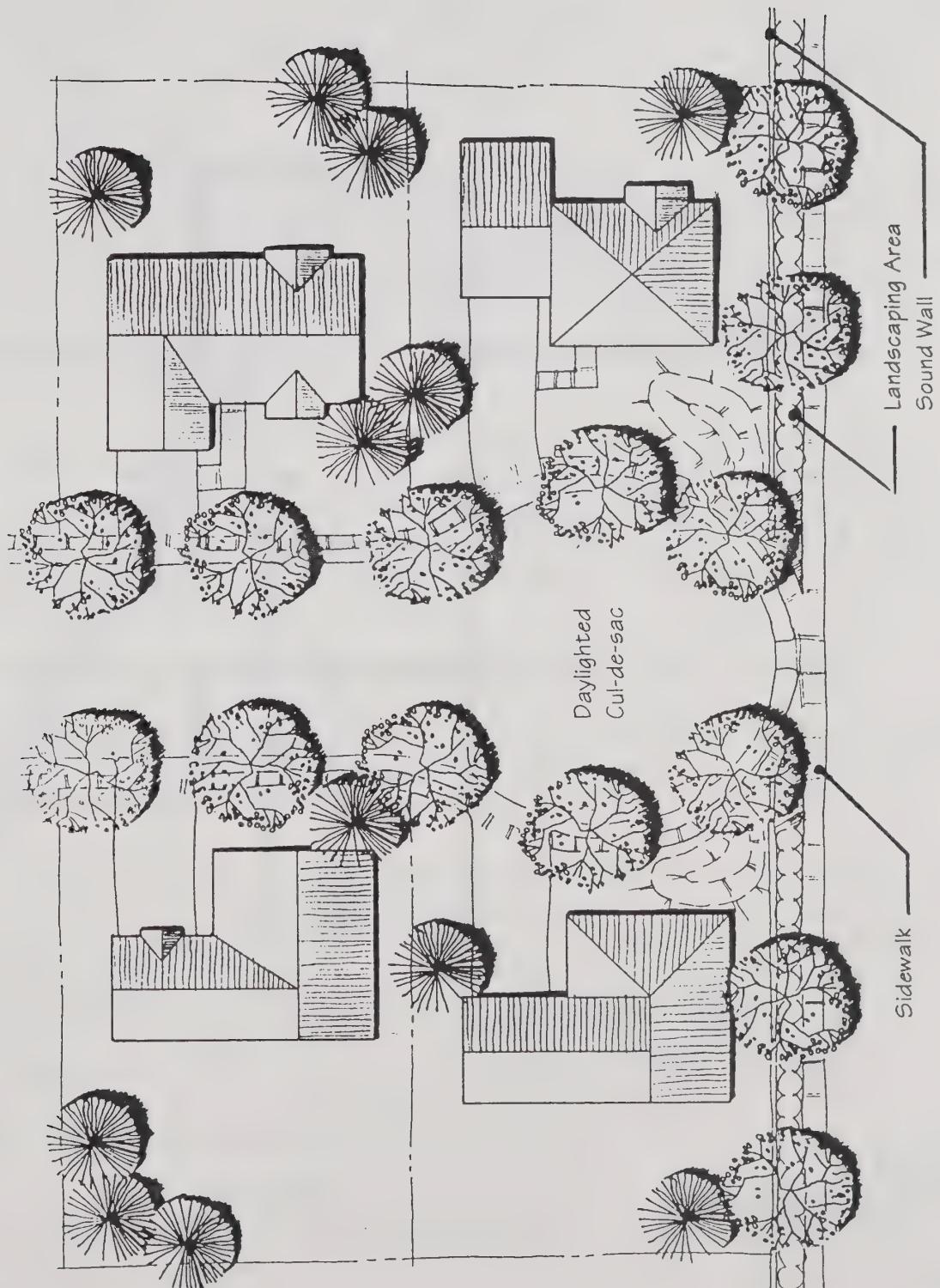


Figure CI-7: Daylighted Cul-De-Sac Design Standard

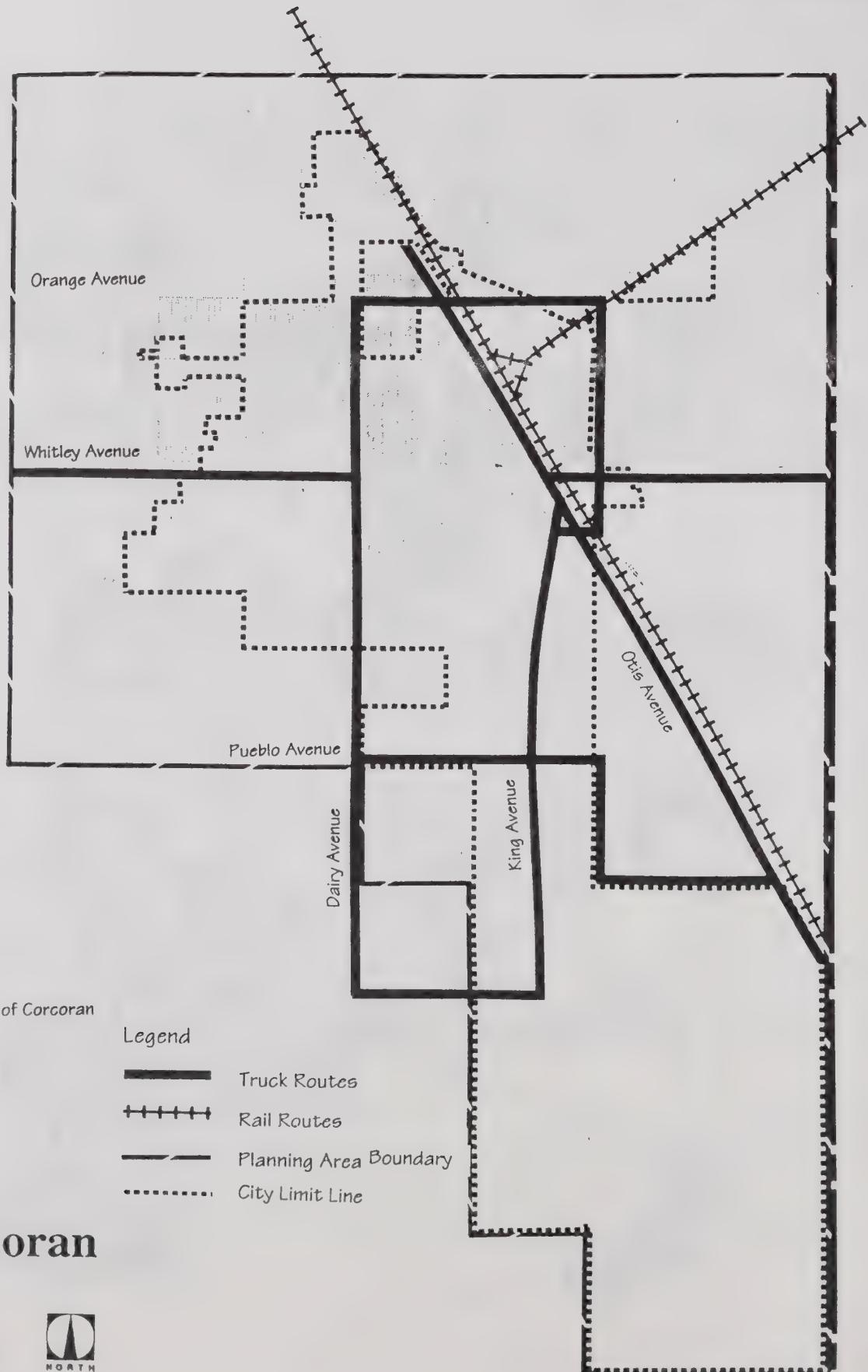


Figure CI-8: Truck and Rail Routes

## RAILROAD CORRIDOR

The Atchison Topeka and Santa Fe Railroad (AT&SF) corridor is a mainline rail from the Bay Area through the San Joaquin Valley to Southern California. The Santa Fe Railroad on average runs 20 operations a day through the City, half run east and half west. The number of operations varies throughout the year. It could run approximately 10-12 operations in January and February, to 27-30 operations in September and October.

The AT&SF Railroad corridor has four at-grade crossings within the General Plan Area. At-grade crossings have the potential for vehicle-train accidents, as well as creating temporary "closing" of major roadways. While grade separated crossings might be desirable, the current traffic flow and extremely high cost of such facilities do not warrant development. Improvements in signals and roadway alignment, particularly near Corcoran's "Window on the World" Area Plan should increase safety at these crossings.

The City of Corcoran has Amtrak service. The Corcoran stop was added to the rail line in 1990, in part to accommodate visitors to CSP-Corcoran. The Amtrak service consist of eight stops; four stops going southeast from San Francisco and four stops going northwest from Bakersfield. The Corcoran Santa Fe Amtrak Depot consists of a passenger loading ramp, a sheltered bus stop, telephone, parking area, and security lighting.

## BICYCLE ROUTES AND PEDESTRIAN CIRCULATION

The City is surrounded by natural and man-made features that lend themselves to joint uses as non-motorized transportation enhancements that require limited improvements and permission from the various owners.

Using a combination of on and off road bicycle lanes this system could link the Downtown District to new development and provide an attractive alternative to driving downtown. The City could also link parks and educational resources. These non-motorized routes enhance the internal circulation system and provide alternative methods of commuting. The City has chosen to implement bicycle routes using a shared facility concept. Bicycle routes share the travel way with the traffic. Figure CI-9 shows the bike route system in the City of Corcoran.

Caltrans recognizes three classes of bicycle lanes:

Class I	Provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with limited crossflow by motor vehicles.
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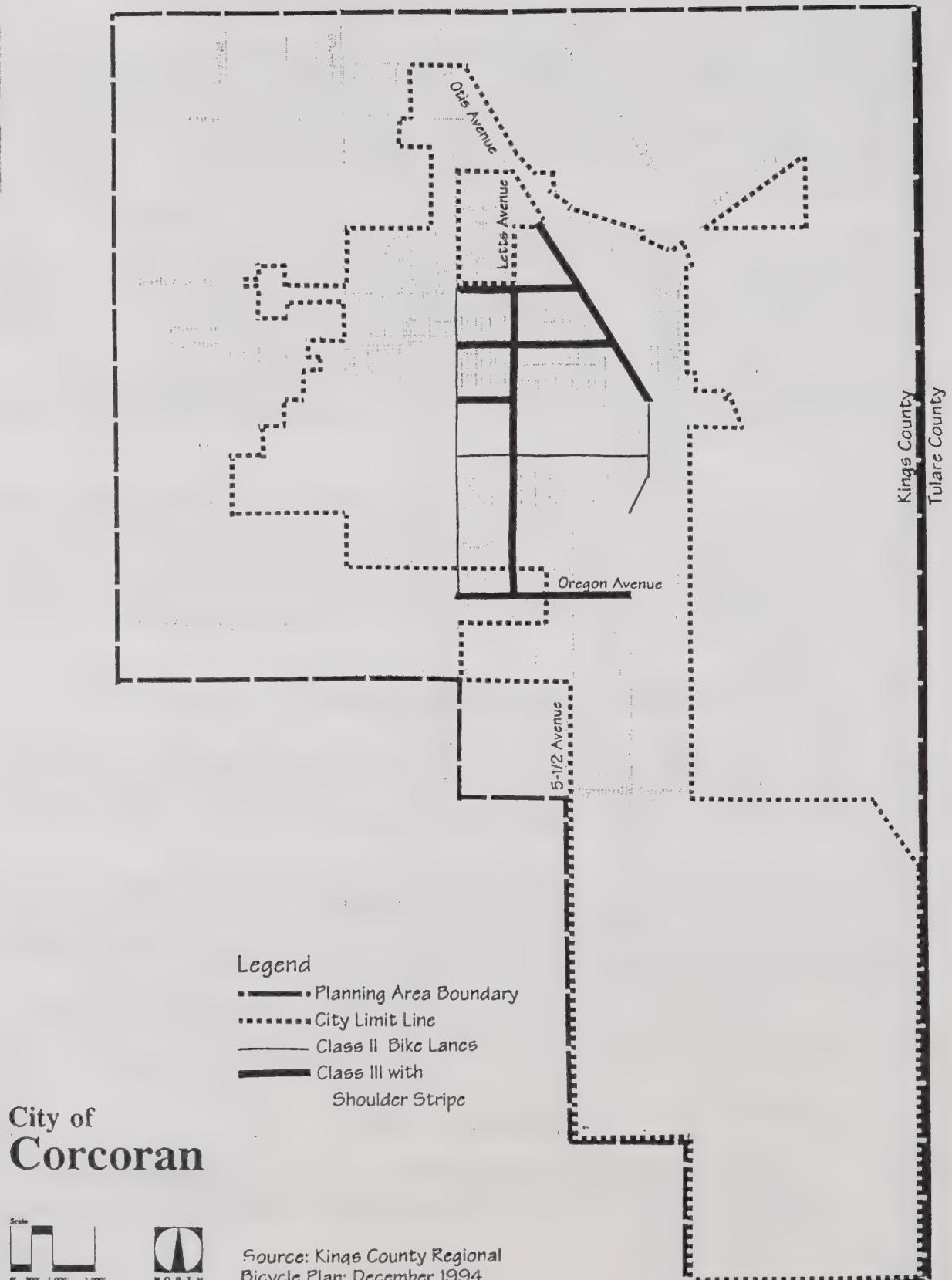


Figure CI-9: City of Corcoran Bicycle Routes

## *Circulation*

Class II	Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles prohibited, but with vehicle parking and cross flows by pedestrians and motorists permitted.
Class III	Provides a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

## **PUBLIC TRANSIT**

The largest provider of public transit services within Kings County is the Kings County Area Public Transit Agency (KCAPTA). The KCAPTA is a joint powers agreement between Hanford, Lemoore, Avenal, and Kings County. The City of Corcoran does not receive financing from this agreement. The KCAPTA provides the Kings Area Rural Transit (KART), which began a fixed route bus service to Corcoran in 1991. Maps of the routes are maintained by the KCAPTA and the Kings County Public Works Department.

The City of Corcoran provides Dial-a-Ride service which serves the City of Corcoran and the Corcoran fringe on a demand-response transit services.

## **AIRPORT FACILITIES**

The Corcoran Airport is located at the western edge of Corcoran on Whitley Avenue. The airport west of 7th Avenue occupies 220 acres and is owned by Lakeland Dusters-Aviation, Inc. Although the airport is "private", it is open for use to the public. The Corcoran Airport is included in the State Plan of Airports and is classified as a Basic Utility Airport.

The Corcoran Airport primarily serves crop duster activity. The Corcoran Airport has a parking facility off the runway that can accommodate approximately 20 aircraft. On the Airport grounds, there is an administration building as well as a fuel island. The runway system consists of one runway with two approaches. The runway is 3,800 feet long and 50 feet wide. The runway has low intensity runway edge lighting. The surface of the runway is asphalt and is in good condition. Aircraft traffic is restricted to the southwest approach of the runway.

The Corcoran Airport has 16 aircraft based at the airport, and has an average of 5,000 operations a year. Operations could go as high as 10,000 operations per year by 2010. Approximately 85 percent of the airport operations are crop dusters. Approximately 14 percent of the operations are single-engine propeller aircraft, and one percent of the operations is twin-engine aircraft. The KCALUCP anticipates an increase in single engine propeller traffic by 2010. The future distribution of operations will be 50 percent crop dusters, 45 percent single-engine propeller aircraft and five percent twin-engine propeller aircraft. Aircraft operations are during daylight hours from 7:00 a.m. to 7:00 p.m. Crop dusters takeoff from Runway 31, 100 percent of the time and land on Runway 13, 100 percent of the

time. Other aircraft take off from Runway 31, due to plane size, 95 percent of the time. Other planes land on Runway 31, 100 percent of the time.

The airport serves the agricultural community which is very important not only to the City of Corcoran, but to Kings County as well. Development of Orange Avenue and Whitley Avenue will have to be compatible with the KCALUCP. Any expansion of the Airport will have to meet regulations set forth in the KCALUCP.

A second privately owned airport east of Corcoran near Highway 43, is operated by J. G. Boswell Company. Some agricultural aircraft are located at the field. The airport is not open for public use. The airport is not expandable due to proximity to Highway 43 and the industrial building on the site. The airport is mainly used for oversight of a farming operation. It does have the ability to land small jet aircraft.

## **RELATIONSHIP TO REGIONAL PLANS**

The City of Corcoran supports and participates in the development of the Kings County Regional Transportation Plan, and the policies and programs it contains. Key facilities of the City's Circulation Element support the Regional Plan. Likewise, the Regional Plan supports the City's transportation system including such areas as airports, public transit, bike and pedestrian facilities, and roads of regional significance.

Through its participation in the Kings County Association of Governments, the regional circulation needs of the City of Corcoran are reflected in the Federal Transportation Improvement Program and numerous other state and federal programs. The funding for projects identified in these programs is often sporadic and never guaranteed.

## **PROPOSED CIRCULATION SYSTEM**

### **Future Conditions**

With the implementation of the General Plan, several changes to the existing circulation system area are proposed. The most prominent changes are part of the "Window of the World" Area Plan. The east portion of the plan (which lies southwest of Highway 43, east of Dairy Avenue and is bisected by Orange Avenue) has proposed the following changes to the Existing Circulation system.

The realignment of Orange Avenue from Dairy Avenue to the southeast to North Avenue where it will follow the alignment of Otis Avenue. The existing section of Orange Avenue between approximately Josephine Avenue and Otis Avenue is proposed to remain to provide local circulation. 5½ Avenue is proposed to extend from Highway 43 to the southwest to intersect with the new alignment of Orange Avenue before extending to the new extension of Letts Avenue between the existing section of Otis Avenue between North Avenue and the existing Orange Avenue alignment is to be abandoned.

## *Circulation*

In addition to these Area Plan changes, other roadways improvements outside the Area Plan are also assumed to be in place. While not all of the improvements occur at specific study intersections and roadways, all of these improvements were assumed to be in place as it could effect regional traffic flow.

Expansion of streets is made difficult and expensive if the land surrounding the roadway is already developed. Many of the streets in Corcoran are already developed to their maximum capacity. The introduction of more traffic will lower the LOS with little possibility for improvement. To help alleviate some of the growth in traffic, designs in the land use plan will ultimately connect several existing and proposed streets. Minor changes to the existing street patterns such as expanding existing proposed streets to Collector Streets or Arterial Streets can help improve local traffic. Intersection improvements and synchronization of traffic signals can also help improve traffic movement. It is also possible to increase the efficiency (mobility) of major streets by reducing the number of intersections with local streets. This can be accomplished by creating cul-de-sacs where appropriate, containing driveways to join parking lots.

New streets are planned with a standard width and construction style to ensure design consistency and integration. In some instances however, the actual right-of-way may be different than planned to accommodate existing development. Table CI-1 lists typical standards used to determine right of way requirements for the different roadway classifications. Figures CI 4,5, and 6 listed for Table CI-1 are considered the minimum typically acceptable, and may change based on landscaping, easements, noise attenuation or access restrictions. The final size and number of lanes is based on the anticipated LOS needed to accommodate development around a given street and intersection.

### **Intersection and Roadway Segment Improvements**

Intersection improvements consist of signalization and additions of left and right turn lanes. The City of Corcoran has a number of key intersections that will need improvements over the time-frame of this plan. Streets that will need improvements over the course of time include: King Avenue, Whitley Avenue, Dairy Avenue, and Orange Avenue. The most significant impacted roadway segments occurs on Dairy Avenue, with a LOS E (between North Avenue and Whitley) and LOS F (between Whitley Avenue and Sherman Avenue). However, providing left turn pockets at major intersections on Dairy Avenue will in turn increase to LOS C. There is a more detailed analysis in the General Plan EIR.

Railroad intersections in Corcoran will also need improvements. The Santa Fe Railroad runs an average of 20 freight operations over a 24 hour period. Amtrak runs on average eight operations per day. The railroad crossings are at-grade crossings. An at-grade crossing is when the railroad tracks are flushed within the pavement, as opposed to non-at-grade crossing, which is where the tracks are raised above the pavement. Railroad intersections occur at Whitley Avenue, Orange Avenue, Brokaw Avenue, Sherman Avenue, and at the intersection of Plymouth Avenue and Santa Fe Avenue. Increased development in these areas will decrease

the LOS of the crossing. More local traffic will cause increased delays at the rail crossings.

## GOALS

The goals of the City of Corcoran Circulation Element are to:

- Plan for, create, and maintain an efficient, cost effective, safe, and coordinated multi-modal circulation system, serving the needs of a variety of users.
- Continue to support airport operations and cooperate with the KCALUCP.
- Plan for and develop streets in accordance with the ultimate functions they have been designated to serve.
- Minimize conflicts between different types of vehicular traffic and to discourage the intrusion of both through traffic and truck traffic into residential areas.
- Provide adequate off-street parking for all uses.
- Continue to support the development of inter-city and intra-city transit systems, with special emphasis toward serving the needs of senior citizens, the physically handicapped, and low-income residents.
- Provide for safe and efficient transportation to and from the Amtrak stop/passenger platform.
- Provide for reasonably safe and efficient non-motorized (bicycle facilities and pedestrian) access within the City.

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### General Circulation *Objectives, Policies & Programs*

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#### OBJECTIVE CI 1

Establish a circulation system that is consistent with the land use patterns of the City.

#### POLICY CI 1.1

Establish a hierarchy of streets and improvement standards to support existing and future transportation needs.

#### *PROGRAM CI 1.1-A*

*The Classification of Existing and Future Streets (see Tables CI-3 and CI-4 on pages CI-4 and CI-6 for classification listing of existing streets, and Table*

## *Circulation*

*CI-1 on page CI-2 for future streets) shall be used in determining right-of-way acquisitions, design and land use decisions.*

### ***PROGRAM CI 1.1-B***

*Future street development shall be consistent with the street classifications shown in Table CI-1 on page CI-2. The City reserves the right to reduce the ultimate right-of-way to avoid existing development, and to construct a travel-way which generally meets the street classification standards, by reducing the area provided for landscaping, utilities, parking and other non-travel use.*

### ***PROGRAM CI 1.1-C (AQ)***

*The City will encourage property owners in newly developing areas to prepare Area Plans which identify future major street alignments. The City will participate in the design of street alignments in advance of development to ensure consistent and logical design of the circulation system.*

### ***PROGRAM CI 1.1-D (AP)***

*Incorporation of moderately curved streets, cul-de-sacs, knuckles and "T" intersections in site plans is encouraged. Maximum length of straight streets should not exceed 900 feet.*

### ***PROGRAM CI 1.1-E (AP)***

*All streets entering upon opposite sides of any given street should have their centerline directly opposite to each other or separated by at least 150 feet.*

## **POLICY CI 1.2 (AQ) (AP)**

Coordinate planning and development of the circulation system with development approvals throughout the City.

### ***PROGRAM CI 1.2-A***

*The City shall prepare, adopt and maintain, Improvement Standards and Specifications for the development of all street improvements, and to implement the Goals, Objectives, Policies and Programs of this General Plan.*

### ***PROGRAM CI 1.2-B (AQ) (AP)***

*When new streets are provided at the periphery of a project, minimum construction shall consist of full half-width construction on the site nearest the project plus a minimum of one lane of travel in the opposite direction.*

## **POLICY CI 1.3 (AQ)**

Locations of Collector street intersections with Arterial streets shall be fixed by the Circulation Map. Street dedications and development design shall implement the Circulation Map. Location of Collector and Arterial Street alignments in newly developing areas shall be logical, efficient, and established early in the development process to aid in the consistent design of subdivisions.

**OBJECTIVE CI 2 (AP)**

Provide timely and effective means of programming and constructing street and highway improvements to maintain an overall LOS of "C" as referred in Table CI-2, with a p.m. peak hour LOS of "D" as defined in the Highway Capacity Manual (published by the Transportation Research Board of the National Research Council) or better unless other public health, safety, or welfare factors determine otherwise.

**POLICY CI 2.1 (AP)**

Street improvements identified in the Capital Improvement Program shall be prioritized with emphasis on reducing traffic congestion and improving circulation.

**PROGRAM CI 2.1-A**

*Improve intersections operating at less than P.M. peak hour LOS "D" conditions by adding appropriate turning lanes to congested approaches, widening intersection approaches, or modifying signal timing at intersections and coordinating with other signals, as appropriate, unless other public health, safety, or welfare factors determine otherwise.*

**PROGRAM CI 2.1-B (AQ)**

*The City may pursue the reservation of right-of-way and define specific development standards and requirements through the preparation and adoption of Precise Plan Lines.*

**PROGRAM CI 2.1-C**

*To help ensure that adequate and safe travel-ways can be created through existing developed areas of the City, right-of-way standards for each classification may be modified.*

**PROGRAM CI 2.1-D (AQ) (AP)**

*Properly space and coordinate traffic signals in order to minimize the acceleration, idling and deceleration that produces higher vehicular emissions levels as part of a Transportation System Management program.*

**OBJECTIVE CI 3 (AP)**

Provide a cost effective LOS around the airport that is compatible with the safety, health, environmental, economic concerns of the community, and in conjunction with the KCALUP.

**POLICY CI 3.1 (AP)**

Coordinate with the City Planning Commission and the KCALUCP considering new residential development.

**PROGRAM CI 3.1-A (AP)**

*Residential development within the southeasterly approach zone is to be restricted within a horizontal distance extending approximately 3,000 to 4,000 feet southeast of the end of the runway.*

**PROGRAM CI 3.1-B (AP)**

*The City shall require the dedication of aviation easements as a condition of approving any development within the Airport Approach Zone.*

**PROGRAM CI 3.1-C**

*Incompatible land uses which would diminish the existing operation and the future expansion of the Corcoran Airport shall be prohibited.*

**PROGRAM CI 3.1-D**

*The Land Use Element of the Corcoran General Plan and the Corcoran Zoning Ordinance shall be used to restrict potentially hazardous land uses from being established within Compatibility Zones A & B1/B2 as defined by the Kings County Airport Land Use Compatibility Plan and illustrated in Figure LU-1, City of Corcoran Land Use Map.*

*Compatibility Zone A is the area nearest the airport runway where the probability of an accident and the impact of noise are the greatest. The following restrictions would apply in Compatibility Zone A:*

- *No new residential construction;*
- *No new schools, churches, or other facilities accommodating large groups of people;*
- *Height limitations of structures shall be in conformance with Federal Aviation Administration regulations; and*
- *No new structures shall be built within 300 feet of the center line of the runway or 1,000 feet from the ends of the runway.*

*Compatibility Zone B1/B2 is the area immediately adjacent to Zone A, where the probability of an accident is lower than in Zone A and where there may be unacceptable noise levels. The following restrictions apply in Compatibility Zone B1/B2:*

- *Creation of new residential lots will be prohibited;*
- *New single family residential construction may be allowed on existing lots on a case-by-case basis after evaluation for potential hazards;*
- *No new schools, churches, or other facilities accommodating large groups of people may be constructed;*

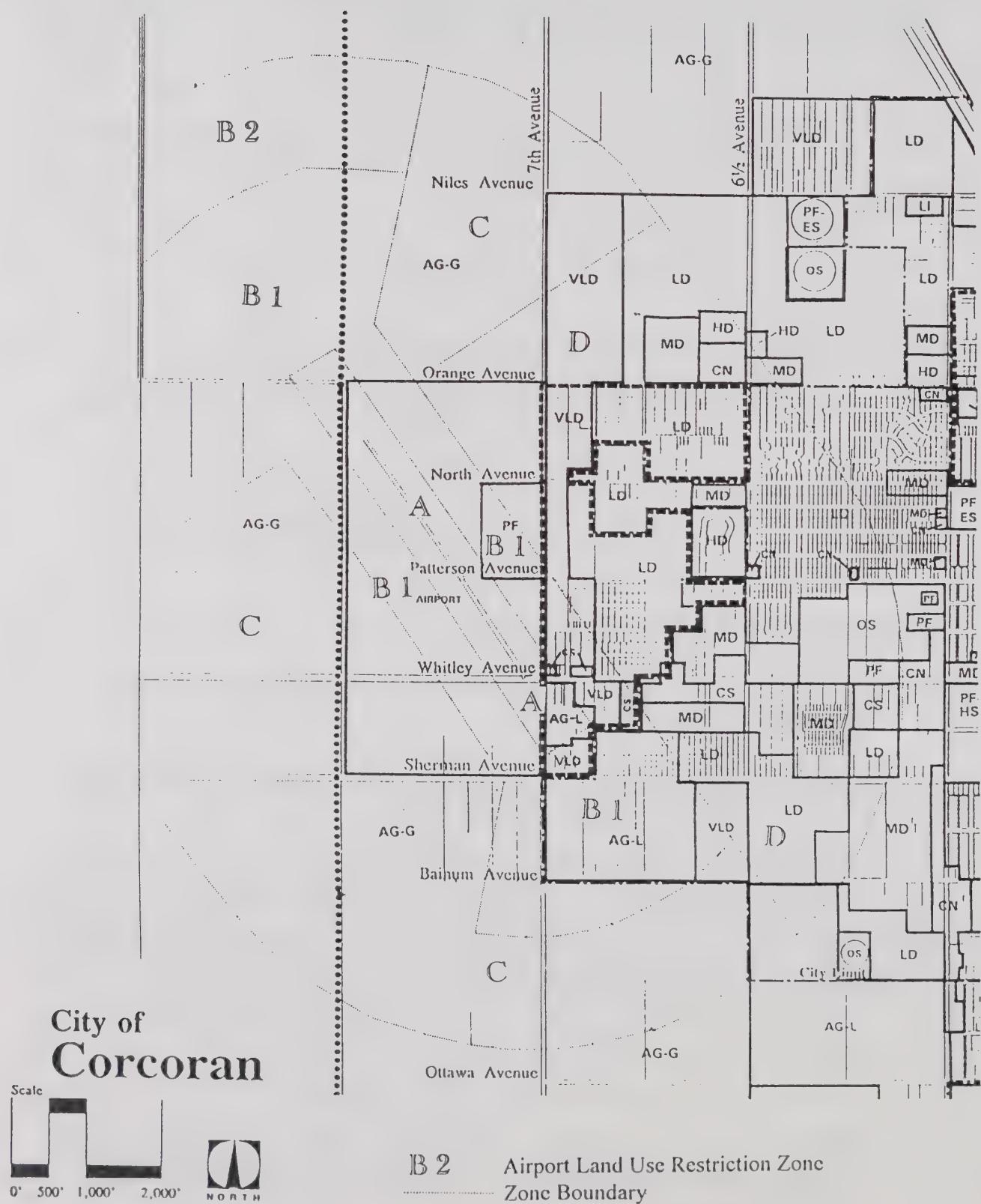


Figure CI-10: Airport Land Use Restrictions

## *Circulation*

- *Height limitations of structures shall be in conformance with Federal Aviation regulations; and*
- *No new structure may be built within 300 feet of the center of the runway or 1,000 feet from the ends of the runway.*

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## **Arterial Streets**

### *Objectives, Policies & Programs*

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#### **OBJECTIVE CI 4**

**To develop and maintain an efficient and effective roadway system using major and minor arterial streets.**

#### **POLICY CI 4.1**

The City shall promote an active policy of consolidating driveways, access points and curb cuts along existing and developed Arterial streets when a zone change to a greater density or intensity, division of property, or new development, or a major remodeling occurs.

#### **PROGRAM CI 4.1-A**

*Existing points of ingress and egress shall be consolidated whenever possible. Driveway consolidation for new development shall be encouraged through access agreements along arterial or higher classification streets.*

#### **PROGRAM CI 4.1-B**

*Left-hand turn lanes or center lanes shall be provided for all left-turn access from arterial streets in commercial and industrial areas.*

#### **PROGRAM CI 4.1-C**

*In the "Window on the World" Area Plan, the City may allow 100' right-of-ways to accommodate heavy vehicle and truck traffic.*

#### **PROGRAM CI 4.1-D**

*If parcel size demands and alternative shared access is not available, commercial driveways may be provided not less than 50 feet from an intersection. (Measurement shall be from the curb return to the nearest edge of the driveway.) These driveways shall not be serviced by median breaks. If more than one is required to serve a property, the driveways shall be separated by 50 feet. (The separation is to be measured nearest edge to nearest edge of the driveways.)*

#### **PROGRAM CI 4.1-E**

*The distance between commercial driveways on Arterial streets should not be less than 50 feet. (Measurements shall be from the curb return of the intersection to the nearest edge of the driveway.)*

**PROGRAM CI 4.1-F**

*Driveway access to major activity centers, including multi-family development, should be located no closer than 100 feet to the intersection of a Collector or Arterial street. (Measurements shall be from the curb return of the intersection to the nearest edge of the driveway.)*

**PROGRAM CI 4.1-G**

*Where practical and desirable, commercial driveways should be located on adjacent Collector streets rather than on Arterial streets.*

**PROGRAM CI 4.1-H**

*Single family residential driveways are prohibited on new arterial streets, and shall be discouraged on existing arterial streets.*

**POLICY CI 4.2**

Design of Arterial Streets shall minimize unsignalized intersections where cross traffic is allowed. The number of signals shall be kept to a minimum and shall be spaced to encourage efficient traffic flow.

**PROGRAM CI 4.2-A (AQ)**

*Traffic signals shall not be closer than one-fourth (1/4) mile apart on Arterial and Collector streets unless conditions warrant additional signalization to improve traffic flow or public safety.*

**PROGRAM CI 4.2-B (AQ)**

*Separation of Collector Street entry points should not be less than 500 feet apart on Arterial streets, and other Collector streets.*

**POLICY CI 4.3 (AQ)**

Planning and development of arterial and collector streets shall include design features which can be used as public transit stops.

**PROGRAM CI 4.3-A (AQ)**

*Arterial and collector streets shall be designed to allow transit vehicles to pull in and out of traffic by using a parking lane with bus stops.*

**POLICY CI 4.4**

To avoid conflict between the circulation system and residential uses, it is recommended that truck traffic be oriented only onto the designated Arterial streets, where feasible.

**PROGRAM CI 4.4-A**

*The City shall periodically review the list of streets designated as truck routes, and provide public notification of any changes to the truck route system.*

## Collector Streets

### Objectives, Policies & Programs

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#### OBJECTIVE CI 5

The circulation system shall coordinate Collector streets with Arterial streets and Local Streets.

#### POLICY CI 5.1

The City shall promote an active policy of consolidating driveways, access points and curb cuts along existing developed Collector streets when a zone change to a greater density or intensity, division of property, or new development or a major remodeling occurs.

#### *PROGRAM CI 5.1-A*

*Driveways to multi-family residential property along Major Collector streets should be consolidated whenever possible.*

#### *PROGRAM CI 5.1-B*

*The distance between driveways and intersecting Collectors or Local streets should not be less than 50 feet. (Measurements shall be from curb return to the nearest edge of the driveway.)*

#### *PROGRAM CI 5.1-C*

*Left-hand turn lanes or center turn lanes shall be provided for access on Collector Streets in commercial and industrial areas.*

#### *PROGRAM CI 5.1-D*

*Single-family residential driveways should not be allowed along Major Collector or higher classification streets. If driveways are to be allowed, lots fronting the street shall be designed at such a width to allow multiple access driveways to discourage backing out into traffic.*

#### *PROGRAM CI 5.1-E*

*In commercial and industrial areas, if parcel size demands and an alternative shared access is not available, driveways may be provided not less than 50 feet from the intersection. (Measurement shall be from the curb return to the nearest edge of the driveway.) These driveways shall not be serviced by median breaks. If more than one is required to serve a property, the driveways shall be separated by 50 feet. (The separation is to be measured nearest edge to nearest edge of the driveways.)*

#### *PROGRAM CI 5.1-F*

*Driveway access to major activity centers should be located no closer than 50 feet to the adjacent intersection of a Collector or Arterial street.*

*(Measurement shall be from the curb return to the nearest edge of the driveway.)*

**POLICY CI 5.2**

Design of Collector Streets shall encourage efficient movement of traffic and minimize uncontrolled cross-traffic.

**PROGRAM CI 5.2-A**

*Where possible, Arterial, and Collector streets shall form 4-leg, right-angle intersections; jogs, offset and skewed intersections of streets in near proximity shall be avoided.*

**PROGRAM CI 5.2-B**

*Residential development shall be oriented away (side-on or rear-on) from future Arterial streets, and properly buffered so that the traffic carrying capacity on the street will be preserved and the residential environment protected from the potentially adverse characteristics of the street. "Daylighted" cul-de-sacs for pedestrian access are also encouraged.*

**PROGRAM CI 5.2-C**

*If the design of the collector street is constrained by significant right-of-way limitations, the collector street or an existing street which connects one part of the City with another, must function at collector traffic levels.*

**PROGRAM CI 5.2-D**

*To create an efficient and effective circulation system, Collector Streets Intersection should be approximately 300 feet apart.*

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## Local Residential and Private Streets

### Objectives, Policies & Programs

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#### OBJECTIVE CI 6

To encourage the design of Local and Private Streets, so that they are safe for residents.

**POLICY CI 6.1**

Discourage through-traffic on local streets in residential areas.

**PROGRAM CI 6.1-A**

*To keep local street volumes within design capacity, street length should be kept under 1,000 feet unless interrupted by an arterial or collector street. (The overall length of local streets should not exceed 900 feet).*

**PROGRAM CI 6.1-B**

*To assist in alleviating traffic delays, Local Streets intersections should be 150' apart.*

## *Circulation*

### **PROGRAM CI 6.1-C (AQ)**

*Subdivision designs should be encouraged to use "daylighted" cul-de-sacs opening on to Arterial and Collector streets thereby providing enhanced pedestrian access to future public transit system routes.*

### **PROGRAM CI 6.1-D**

*Residential subdivisions shall be designed to encourage access from local to collector streets and discourage use of local streets as an access onto, or bypass of, collector or arterial streets.*

### **PROGRAM CI 6.1-E**

*In the "Window on the World" Area Plan, the City may accommodate streets that have 45' right-of-way for a planned development.*

### **PROGRAM CI 6.1-F (AQ)**

*Integrate into the City Public Works Construction Standards design, details for "daylighted" cul-de-sacs which can be jointly used for public transit pick-up locations along Arterial and Collector streets.*

### **PROGRAM CI 6.1-G**

*A cul-de-sac shall be constructed on all permanent dead-end streets. Cul-de-sacs are discouraged in commercial and industrial developments. Cul-de-sac lengths shall not exceed 600 feet. Temporary cul-de-sacs may be permitted on streets planned for extension.*

## **POLICY CI 6.2**

*Development or redevelopment to alleys should ensure the fair share of improvement costs and are clearly identified early in the development process.*

### **PROGRAM CI 6.2-A**

*Alleys in new residential areas shall be discouraged unless they are a part of an overall design theme and development program that includes ongoing maintenance and replacement costs as an integral component of the development.*

### **PROGRAM CI 6.2-B**

*New alley standards within the Downtown District should be maintained to provide for pedestrian corridors and access to off-street parking. The alleys should be fully improved and may contain ornamental paving, landscaping and lighting.*

### **PROGRAM CI 6.2-C**

*Existing alleys used as access to new development shall be required to improve the alley to city standards. Such improvements shall extend in length along the full alley frontage of the property, and extend to the nearest public street. Width of improvements shall encompass full existing and dedicated alley width.*

**PROGRAM CI 6.2-D**

*Proposals for private streets and new alleys constructed in conjunction with development shall be required to demonstrate fiscal ability for long-term maintenance.*

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**Right of Way Acquisition**

*Objectives, Policies & Programs*

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**OBJECTIVE CI 7 (AP)**

*Acquire the ultimate right-of-way for streets during the earliest stage of development possible. Where existing right-of-way is substandard, acquire additional right of way to satisfy ultimate needs.*

**POLICY CI 7.1 (AP)**

*Work with new development to ensure that the fair share of street improvement costs are clearly identified early in the development process, and that street development is consistent with the City's Capital Improvement Program.*

**PROGRAM CI 7.1-A (AP)**

*Ultimate right-of-way shall be dedicated and/or developed to the appropriate width when a zone change to a greater density or intensity, division of property, or when new development or major remodeling occurs.*

**PROGRAM CI 7.1-B (AP)**

*The City shall adopt minimum right-of-way development standards for residential and non-residential developments. Dedication or construction in excess of this minimum level shall be included for funding in the City-wide Capital Improvement Program.*

**PROGRAM CI 7.1-C (AP)**

*The City will include in its Capital Improvement Program the acquisition of right-of-way and the construction or reconstruction of those streets not otherwise obtainable under Program CI 7.1-A.*

**PROGRAM CI 7.1-D (AP)**

*The City will work with Kings County to apply City standards to all land use and development permits issued in the unincorporated territory within the City's Planning Area boundary.*

**POLICY CI 7.2 (AP)**

On developed streets, where the existing right-of-way does not meet the current standards, the City will adopt and fund a program to acquire the ultimate right-of-way where practical. The City reserves the ability to deviate from the standard if the ultimate right-of-way is not obtainable due to existing development or other limitations.

**PROGRAM CI 7.2-A (AP)**

*The City shall establish, and periodically update, a City-wide Capital Improvement Program, that shall identify both funded and unfunded portions of the street improvements necessary to maintain the adopted LOS.*

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**Parking**

*Objectives, Policies & Programs*

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**OBJECTIVE CI 8 (AP)**

Provide adequate parking and loading facilities while encouraging alternative means of transportation.

**POLICY CI 8.1 (AQ) (AP)**

Encourage the development of appropriate locations for park-and-ride facilities for commute traffic.

**PROGRAM CI 8.1-A (AQ) (AP)**

*Sites for stand-alone park-and-ride lots should generally be located near highly traveled commute routes, (i.e., Highway 43 and Orange Avenue).*

**POLICY CI 8.2 (AP)**

The City shall establish off-street parking ratios for all public and private development within the City.

**PROGRAM CI 8.2-A**

*Parking standards shall be evaluated for new development to ensure that parking requirements are satisfied within walking distance of the commercial areas, and to ensure that Arterial, or higher classification streets, do not separate parking facilities from the parking demand generator.*

**PROGRAM CI 8.2-B (AP)**

*Adjacent parking areas for large commercial and professional developments should be designed to allow interconnection and free flow of traffic between those facilities. Access easements and agreements should be obtained during the development process to ensure future access and recorded to run with the land.*

**PROGRAM CI 8.2-C**

*The City should establish off-street parking ratios for development within the Downtown District.*

**PROGRAM CI 8.2-D**

*Where it is infeasible for new development to provide off-street parking within the Downtown District, the City should establish an in-lieu fee with the proceeds used to increase parking within the district.*

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## Aesthetics

### *Objectives, Policies & Programs*

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#### **OBJECTIVE CI 9**

The circulation system shall be designed to create a aesthetically pleasant environment for the City. When new development occurs, aesthetics shall play an important factor.

#### **POLICY CI 9.1 (AP)**

The City should investigate the feasibility of locating commercial truck parking facilities at strategic locations throughout the City where residents' truck and tractor rigs can be parked over night as a means of keeping City streets clear of these vehicles when the residents are at home.

#### **POLICY CI 9.2 (AP)**

Provide for adequate spatial separation and landscaping for development along regional highways rights-of-ways.

#### **PROGRAM CI 9.2-A**

*Additional landscape design requirements will be considered for new projects along the entryway into the City, specifically Highways 43 and Waukena Ave./Highway 137. Maintenance of these areas may be included in a Maintenance District established by the City.*

#### **PROGRAM CI 9.2-B**

*Future development along the Highways 43 and Waukena Ave/Highway 137 should consider the noise contours and establish setbacks and noise barriers as appropriate to protect the future operation of the highways and to mitigate the impact of noise on adjacent development.*

#### **POLICY CI 9.3**

Protect and enhance the efficiency of Highways 43 and Waukena Ave/Hwy 137.

#### **PROGRAM CI 9.3-A**

*The City will continue to protect the need for eventual widening of Highway 43 between Orange Avenue and Quebec Avenue with setbacks and improvement requirements for projects which require site plan review, parcel maps or final maps.*

#### **PROGRAM CI 9.3-B (AP)**

*The City will pursue a negotiated agreement with Caltrans to achieve the necessary widening of Highways 43 and Waukena Ave/Highway 137 under the State Transportation Improvement Plan, (STIP). This will also include seeking commitment by the State of appropriate contributions toward the cost of intersection improvement at the intersection of Highway 43 and*

*Orange Avenue, and Highway 43 at Whitley Avenue and other important intersections with these Highways.*

**PROGRAM CI 9.3-C (AP)**

*With the eventual widening of Highway 43, the City should close or modify selected intersections along Highway 43 to sustain a quality LOS of the highway. This is consistent with the "Window on the World" Area Plan.*

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**Noise Mitigation**

*Objectives, Policies & Programs*

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**OBJECTIVE CI 10**

The circulation system shall be designed to minimize excessive noise impacts on sensitive land uses. New development shall mitigate noise impacts in accordance with the requirements of the noise element.

**POLICY CI 10.1**

Provide for spatial separation and necessary noise barriers between railroads and residential or other noise sensitive uses.

**PROGRAM CI 10.1-A**

*Future development along the AT&SF Railroad and the Corcoran Airport should be buffered with open space and noise barriers.*

**PROGRAM CI 10.1-B**

*Future development and redevelopment along major transportation corridors shall be required to demonstrate that the project will not be subjected to unacceptable noise levels at full road design capacity.*

**POLICY CI 10.2**

New development shall be required to mitigate traffic impacts associated with projects on the Highways, Major Arterials and Arterial Streets, Major Collectors and Collector Streets, and Local streets, including signalization, interchanges, public transit facilities, and other traffic facilities.

**PROGRAM CI 10.2-A**

*Traffic studies of affected Highways, Arterial, Collector, and Local streets, may be required as part of the environmental assessment of proposed projects to assure citywide traffic service levels are maintained. The criteria for requiring traffic studies includes the potential for significant environmental effects from the project, number of vehicle trips generated by the project, location of project relative to existing circulation system, actual or assumed LOS of surrounding streets or intersections, and relevance of prior traffic studies which may have considered the proposed project. Traffic studies shall include LOS forecasts to account for individual and cumulative*

*major land use changes in the City. LOS forecasts should be used to identify deficient roadways and update street improvement plans and priorities.*

**PROGRAM CI 10.2-B**

*When developing along Dairy Avenue, left turn pockets need to be created at major intersections.*

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**Public Transportation**

*Objectives, Policies & Programs*

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**OBJECTIVE CI 11 (AQ)**

**Develop a public transit system capable of satisfying both local and regional travel demand.**

**POLICY CI 11.1**

Recognize in the planning of transit systems and the efforts of other social service transit provided by schools, mental health services, and others who provide specialized transit services.

**PROGRAM CI 11.1-A**

*Continue to refer development requests to the Corcoran Joint Unified School District for review and comment.*

**PROGRAM CI 11.1-B**

*Continue to refer development requests to the Kings County Association of Governments for review and comment.*

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**Non-Motorized Transportation**

*Objectives, Policies, & Programs*

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**OBJECTIVE CI 12 (AP)**

Promote maximum opportunities for pedestrian traffic throughout the City by continuing to develop and maintain a safe sidewalk system which facilitates pedestrian access, including disabled person accessibility, to public transit for commuting, recreation or other purposes.

**POLICY CI 12.1 (AQ) (AP)**

Subdivision layouts should include safe and pleasant designs which promote pedestrian access including required handicapped accessibility, to arterial and collector streets, and consider the location of community services, such as schools, parks, and neighborhood shopping activity centers in the accessibility of their design.

**PROGRAM CI 12.1-A (AP)**

*As a means of increasing pedestrian access, encourage the use of "daylighted" cul-de-sacs for residential sidewalks access to the arterial or collector streets.*

**PROGRAM CI 12.1-B (AQ)**

*Implement street standards that include sidewalks or walkways on both sides of streets, where appropriate. Where existing streets may require additional right-of-way to accommodate full improvements including sidewalks, and where it is impractical to acquire sufficient right-of-way, the vehicle travel-way will be the first priority.*

**POLICY CI 12.2 (AQ)**

A bicycle route system should be identified and maintained which serves the existing developed City. This route system may utilize City streets, canals, or other rights-of-ways. Where on-street bicycle lanes are proposed, they should be considered a shared facility with vehicular traffic on the street.

**PROGRAM CI 12.2-A (AQ)**

*The bicycle route system should be consistent with the Kings County Regional Plan.*

**POLICY CI 12.3 (AQ)**

Sources of funding for operation and maintenance of multi-use trails accommodating pedestrian and bicycle use, shall be clearly identified before construction. Trail systems shall be supported by a long-term maintenance funding mechanism.

**PROGRAM CI 12.3-A (AQ)**

*Study the feasibility of developing canals, and excess railroad right-of-ways as a non-motorized transportation enhancement to promote the walking, cycling and other non-motorized means of transportation.*

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**Interjurisdictional Cooperation**

*Objectives, Policies & Programs*

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**OBJECTIVE CI 13 (AQ) (AP)**

Achieve a coordinated regional and local transportation system that minimizes traffic congestion and efficiently serves users.

**POLICY CI 13.1 (AQ) (AP)**

Work with Caltrans to identify needed improvements to its highway facilities in the City and implement necessary programs and funding mechanisms to assist in improving Highways 43 and 137, and their intersections with local streets.

**POLICY CI 13.2 (AQ)**

Support coordination with other cities, counties and planning agencies concerning consideration and management of land use, jobs/housing balance and transportation planning as a means of improving air quality.

**POLICY CI 13.3 (AQ)**

Cooperate with local and regional jurisdictions in the preparation of state-mandated regional plans, including the San Joaquin Valley Clean Air Plan.

**POLICY CI 13.4 (AQ) (AP)**

Continue to support Kings County Council of Governments ride-sharing programs which provide up-to-date lists of potential riders and education of the public on commuting options.

*[End of Circulation Element]*



## HAZARDS MANAGEMENT

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### INTRODUCTION

The Hazards Management Element includes the Seismic Safety, Safety, and Noise Elements of the General Plan. This Element provides policy direction to other elements of the General Plan, primarily Land Use, Circulation, Open Space and Conservation. The Air Quality Section is not mandated by state law, but when the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) adopted their plan, they included a control measure for cities and counties to adopt air quality elements.

A model Air Quality Element, prepared by SJVUAPCD, is currently being reviewed by cities and counties which may result in a comprehensive approach to a regional issue. This plan has addressed many of the issues raised by the SJVUAPCD in each of the various General Plan Elements. The Air Quality Section of the General Plan includes cross references to Goals, Objectives, Policies and Programs found throughout the plan.

The Safety Element of the Kings County General Plan (1993) provides much of the comprehensive technical information for developing Corcoran General Plan policies. From that resource other aspects of the Safety Element can be developed in common with neighboring jurisdictions. For example, establishing and maintaining disaster evacuation routes requires the cooperation of cities and the County. There are similar and mutually supporting relationships established for the various public safety activities. Fire suppression and police services are excellent examples of sharing resources in situations where life and property may be endangered.

Should Kings County experience an extraordinary natural catastrophe, the Emergency Operation Plan (EOP) will guide the County's response. The Kings County Office of Emergency Services is responsible for maintaining the Emergency Operations Plan, which concentrates on procedures and operations to be carried out during and after large-scale disasters.

### SEISMIC SAFETY

The San Andreas Fault could generate earthquake intensities of VI, VII, or VIII on the Modified Mercalli Intensity Scale (see Tables HZ-1 and HZ-2). Such intensity earthquakes have occurred at least 11 times since 1810. Corcoran is located in earthquake Zone V<sup>1</sup> and V<sup>2</sup> according to the 1974 Five County Seismic Safety Element and the Kings County General Plan. These intensity zones identify the severity of damage expected should an earthquake occur. Both zones define

shaking as minimal for low and medium structures. The City of Corcoran is within Uniform Building Code (UBC) Zone 3 according to the 1994 edition. This zone requires moderate earthquake protection in major structures.

Table HZ-1 Corcoran General Plan Approximate Relationship Between Earthquake Magnitude and Intensity		
Richter Scale Magnitude	Maximum Expected Intensity (MM <sup>†</sup> )	Distance Felt (kilometers)
2.0 – 2.9	I – II	0
3.0 – 3.9	II – III	15
4.0 – 4.9	IV – V	80
5.0 – 5.9	VI – VII	150
6.0 – 6.9	VII – VIII	220
7.0 – 7.9	IX – X	400
8.0 – 8.9	XI – XII	600

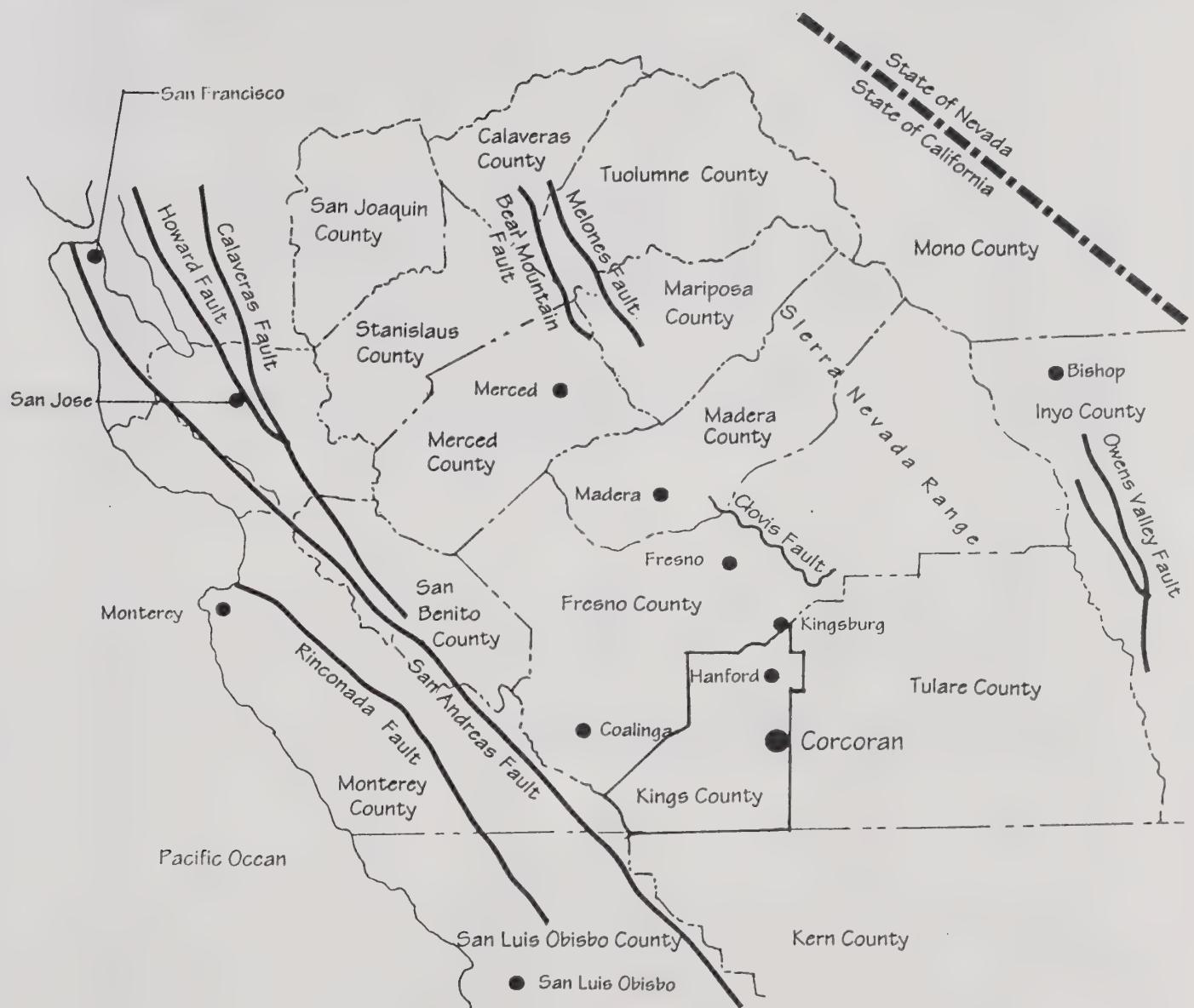
Source: *United States Geologic Survey, Earthquake Intensity Zonation and Quaternary Deposits, Miscellaneous Field Studies Map 9093, 1977.*

<sup>†</sup>Modified Mercalli Intensity Scale, See Table HZ-2.

The Corcoran area has experienced several noticeable shocks from earthquakes over the past years. Serious earthquakes in recent history were in 1983 near Coalinga, and the Loma Prieta earthquake near San Francisco/Santa Cruz in 1989. The distances of both earthquakes were too great to cause local damage. Known geologic faults in and near Corcoran are shown in Figure HZ-1.

**Table HZ-2**  
**Corcoran General Plan**  
**Modified Mercalli Intensity Scale**

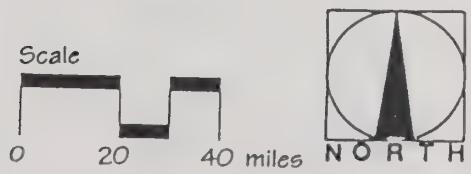
I	Not felt except by very few under specially favorable circumstances.
II	Felt only by a few persons at rest, especially on upper floors of buildings. Delicately suspended objects may swing.
III	Felt quite noticeably indoors, especially on upper floors of buildings, but may people do not recognize it as an earthquake. Standing cars may rock slightly. Vibration like passing truck.
IV	During the day, felt indoors by many, outdoors by few. At night, some awakened. Dishes, windows, doors disturbed; walls make creaking sound. Sensation like heavy truck striking building. Standing cars rocked noticeably.
V	Felt by nearly everyone, many awakened. Some dishes, windows, etc., broken; a few instances of cracked plaster; unstable objects overturned. Disturbance of trees, poles, and other tall objects sometimes noticed. Pendulum clocks may stop.
VI	Felt by all, many frightened and run outdoors. Some heavy furniture moved; a few instances of falling plaster or damaged chimneys. Damage slight.
VII	Everybody runs outdoors. Damage negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable in poorly built or badly designed structures; some chimneys broken. Noticed by persons driving cars.
VIII	Damage slight in specially designed structures; considerable in ordinary, substantial buildings, with partial collapse; great in poorly built structures. Panel walls thrown out of frame structures. Fall of chimneys, factory stacks, columns, monuments, walls. Heavy furniture overturned. Sand and mud ejected in small amounts. Changes in well water. Persons driving cars disturbed.
IX	Damage considerable in specially designed structures; well-designed, frame structures thrown out of plumb; great in substantial buildings, with partial collapse. Buildings shifted off foundations. Ground cracked conspicuously. Underground pipes broken.
X	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with their foundations; ground badly cracked. Rails bent. Landslides considerable from river banks and steep slopes. Shifted sand and mud. Water splashed (slopped) over basins.
XI	Few, if any, (masonry) structures remain standing. Bridges destroyed. Broad fissures in ground. Underground pipelines completely out of service. Earth slumps and land slips in soft ground. Rails bent greatly.
XII	Damage total. Waves seen on ground surfaces. Lines of sight and level distorted. Objects thrown upward into air.



## Legend

Fault

Source: Quad Consultants, 1983



**Figure HZ-1: Geologic Faults**

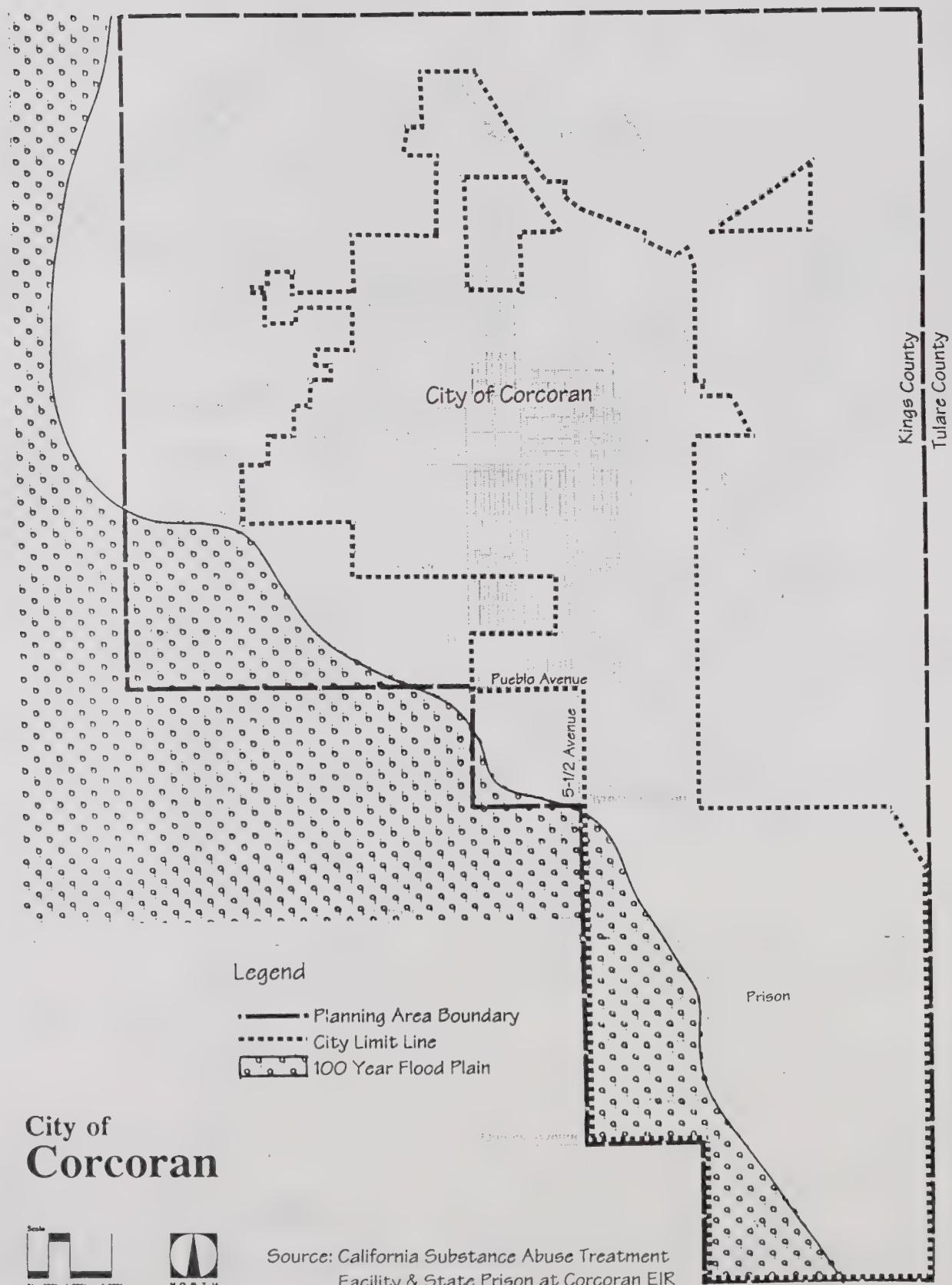


Figure HZ-2: Local Flood Prone Areas

A large earthquake could cause considerable damage to ordinary structures. During an earthquake, most damage, injuries and loss of life result from structural failures due to shaking. The resulting damage is a function of both building structure integrity and soil type. Typically, older buildings tend not to do as well in earthquakes, especially masonry walls that are not reinforced. Multiple story structures without steel reinforcement are also more likely to be damaged.

The Kings County General Plan Safety Element mapped known subsidence areas in the County. Subsidence is the settling of sinking parts of the earth's crust. There are various causes of subsidence most of which happen slowly over a long period of time. The exception is tectonic subsidence, which occurs suddenly and is the compaction of soils due to ground-shaking during earthquakes. Kings County and the City of Corcoran are most affected by subsidence caused by groundwater withdrawal, hydrocompaction, and earthquakes. Secondary natural disasters that also occur during ground shaking include, liquefaction, settlement, landslides, and seiches appear to be minimal in Corcoran.

## **SOIL CLASSIFICATION**

The Armona-Lakeside-Grangeville soil series is present in the Corcoran General Plan Area, and is formed in alluvium deposits from igneous and sedimentary rock. Typically, the surface layer is loam, or sandy loam and loam. The underlying material generally consists of stratified sand and clay loam; or sandy loam and clay, or stratified loam to very fine sandy loam, or stratified sandy loam and loam. Overall, this series is very deep, nearly level and ranges from somewhat poorly drained and poorly drained soils.

## **FLOOD PRONE AREAS**

Historically, floods have been the major cause of disaster in Kings County. The primary cause of local flooding is the drainage pattern in the Tulare Lake Basin, in southern Kings County. This area has no outlet to the ocean, with the exception of Kings River north, which flows into the San Joaquin River and eventually to the Pacific Ocean. Because of current irrigation and flood control facilities and practices, overflow through the outlet occurs only rarely. Significant flooding occurs in Kings County approximately every five years. The Federal Emergency Management Agency (FEMA) and the Federal Insurance Administration have assessed flood hazards for major streams in Kings County. Projected areas and likely severity of flooding are shown on the Flood Insurance Rate Maps compiled by FEMA and maintained by the Kings County Planning Department. Kings County maintains a floodplain management program based on these maps. Most of the Corcoran Area is outside of any flood prone areas according to the United States FEMA, Flood Insurance Rate Map. However, there are some areas that are in the 100 year flood zone.

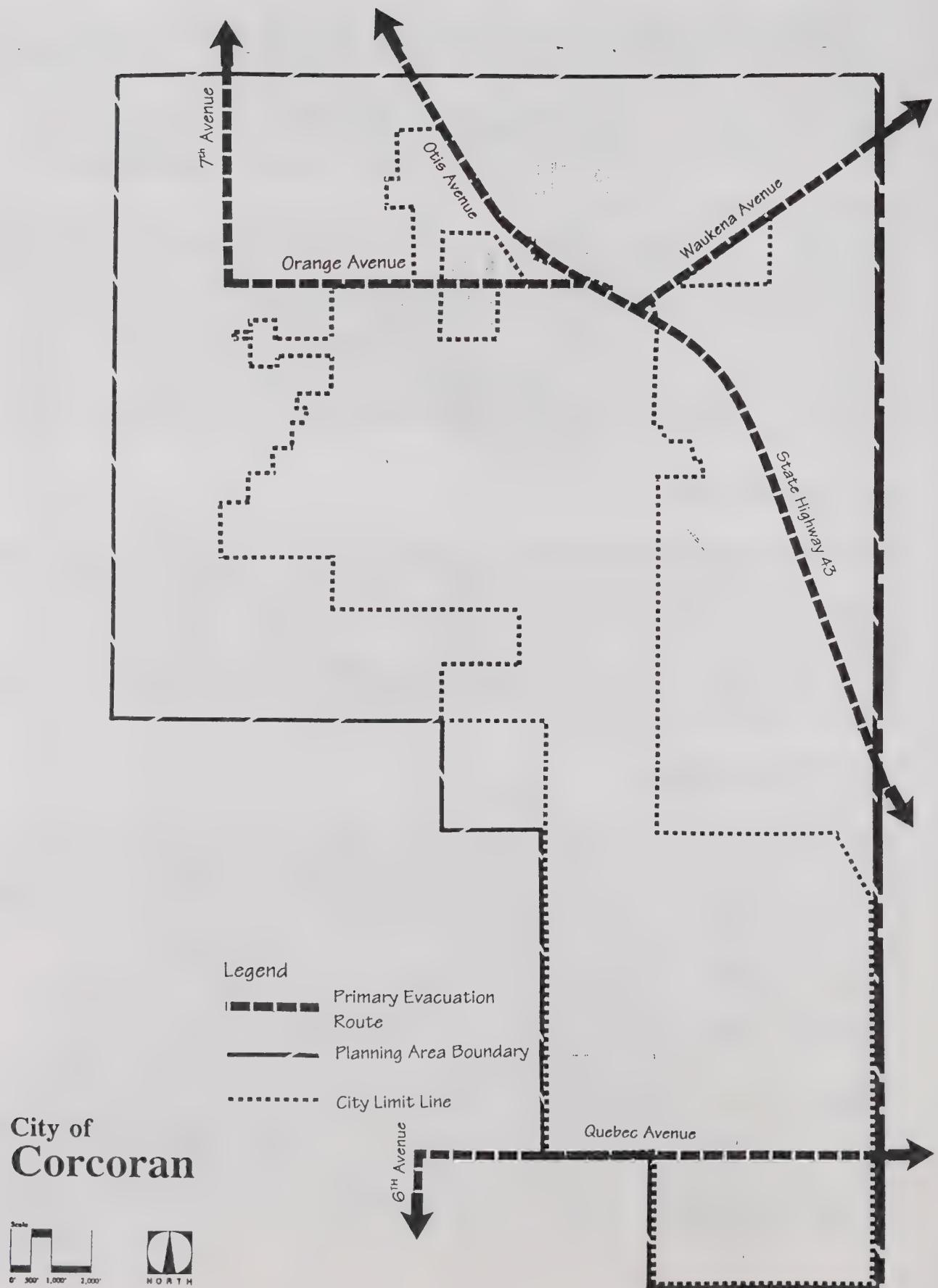


Figure HZ-3: City of Corcoran Evacuation Routes

## *Hazards Management*

Tulare Lake is the main flood threat to the City of Corcoran. The inundation elevation is 192 feet above mean sea level (msl). The Tulare Lake fills with snowmelt from the Sierras. The last flood of the lake was in 1982-83. The flood water reached approximately one (1) mile from the General Plan Area. In response to the 1982-83 flood threat, the Cross Creek Flood Control District was established. The District meets once a year to evaluate the lake and the improvements needed to the levees. The Cross Creek Levee is approximately one mile west of the Corcoran Airport. An easterly branch of the levee was constructed to protect the City. The Cross Creek Flood Control District evaluates the snowpack and adapts control protection measures to protect the City of Corcoran.

## **DAM INUNDATION**

Dam failure can be the result of a number of natural and manmade factors such as earthquakes, erosion, improper siting, rapidly rising flood waters and structural/design flaws. A dam failure can cause loss of life, damage to property, and other hazards, as well as the displacement of people in the path of the inundation. The Terminus, Success, and Pine Flat Dams, plus improvements made to other flood control facilities in this area, have significantly reduced local natural flood hazards in Corcoran. According to Army Corps of Engineers inundations maps, Pine Flat and Terminus are the only dams in the region which, if breached, might cause local flooding. If Pine Flat Dam collapsed while at full capacity, its floodwater would arrive in Kings County within approximately 12 hours. If the Terminus Dam collapsed while at full capacity, its floodwater would also arrive in Kings County within approximately 12 hours. A breach at Success Dam would not affect the City of Corcoran, but waters will come down the Tule River. The chances of any of these dams collapsing while at full capacity are considered remote. Figure HZ-2 shows the local flood prone area. The main threat of flooding is from the Tule River and the Tulare Lake and not the dams.

Kings County Office of Emergency Services has prepared a EOP to address such emergencies. The County Office of Emergency Services is the centralized emergency response agency responsible for organizing and directing emergency services and disaster programs in the County. This agency receives updated dam inundation information from the State Office of Emergency Services and is responsible for identifying emergency evacuation routes.

## **CORCORAN EMERGENCY PLAN**

Kings County Office of Emergency Services EOP identifies evacuation routes on a county-wide basis, which effects the City of Corcoran. This plan makes assumptions about the rate that people will evacuate an area of crisis, the specific route of travel, and ultimate destinations of those people. Given those assumptions it is likely that freeways, state highways, and major County roads will be the primary emergency evacuation routes. Those routes affecting Corcoran are Highway 43, Whitley Avenue west of the Airport, Waukena Ave/Highway 137, and Quebec Avenue. Many of the evacuation routes are state highways, and as

such are regulated by the California Highway Patrol. See Figure HZ-3 for map of Evacuation Routes.

The City of Corcoran has developed its own internal emergency response system and hierarchy. The Corcoran Municipal Code designates the City Manager as the Director of Emergency Service. The Plan presents detailed responsibilities for key departmental positions and includes procedures and information for contacting staff that are not on duty at the time of the emergency. The Emergency Plan does not address specific emergency situations, but provides the framework for coordinating efforts of City staff to provide the greatest level of assistance, guidance, and support to the community in response to a catastrophic event.

## HAZARDOUS WASTES & MATERIALS

Pursuant to California State Law, AB 2948, Kings County has prepared and adopted a County Hazardous Waste Management Plan (CHWMP). The CHWMP was developed in compliance with the many federal, state, and local government laws and regulations which apply to management of hazardous waste Treatment, Storage, and Disposal (TSD) facilities.

Kings County has a Class I Landfill. The Chemical Waste Management (CWM) - Kettleman Hills facility provides adequate capacity and sufficient projected capacity for management of Kings County's hazardous waste stream until the year 2000. However, the CWM-Kettleman Hills facility has gone through the application process for expansion of the current facility (Kings CHWMP). To be consistent with AB 2948, the Kings CHWMP identified general areas within the County where a TSD facility may be sited. Kings County's current intent is to site TSD facilities only in heavy industrial or general agriculture zones as a conditional use if certain criteria can be met. The broad siting criteria include review for:

- **High Hazard Areas** - Seismic; floodplain; wetlands; habitat of endangered species; soils stability; and major recharge areas for aquifers;
- **Public Safety** - Distance from residences; distance from immobile populations; proximity to major transportation routes; public health and safety benefit to the County;
- **Physical Limitations of the Site Area** - Permeable strata and soil; non-attainment air quality areas; prime agricultural lands; depth of groundwater; and
- **Location-Specific Criteria** - Proximity to public facilities; proximity to waste generation streams; industrial, commercial and specialty zones lands; recreation, cultural, and aesthetic areas; mineral resources areas, military lands; other state, federal, and Indian lands.

## **Transportation of Hazardous Wastes**

Transportation is among the greatest risks associated with hazardous waste management programs. As with any transportation route, there is a significant potential risk that vehicle accidents could occur and possibly subject the community to a transportation related hazardous waste incident.

The Kings CHWMP seeks to minimize the risk of transportation related incidents by designating routes for hazardous waste transport. At present, the CHWMP only indicates that transport should occur on the most major road possible. Roadways are defined in a three-tier classification of minor roads, arterial or collector roads, and state and interstate routes. The CHWMP suggests that transport should be maximized on the highest tier roads, or highways and freeways, and minimized on the lowest tier, or minor roads, to the extent feasible. Additional considerations of overall safety and economy of routes will be considered in designating specific transport routes. In cooperation with the cities of Kings County and California Highway Patrol, Kings County has designated specific routes for transport of hazardous wastes.

## **Aerial Spray Operations**

An area of special concern regarding hazardous materials is the aerial spraying of agricultural crops. The method of cleaning the aircraft at the Corcoran Airport requires washing and rinsing of the aircraft after the aerial spray operations. When the aircraft return after the application, the aircraft fill their tanks with water. The aircraft release the water from the tanks over the crops, therefore rinsing the tanks out. The aircraft then get washed down in a closed treatment facility, where the aircraft is put on pads and water is used to wash the planes. This method is applied at the Corcoran Airport. The J. G. Boswell Airport does not operate a pest control program.

## **Site Specific Hazards**

Site specific hazardous material locations may exist within the Corcoran Planning Area which have not yet been identified. New laws and regulations for handling hazardous materials and waste, and a broadening definition of hazardous materials has occurred within the past 10 years. Past practices of material disposal now could define certain areas as hazardous material locations and require regulated clean up. These locations may range from farming operations to industrial sites. As the City of Corcoran grows, some of these potential sites may be converted to new uses which will disturb soils that have the potential to contain hazardous materials and could expose residents to these hazards. As part of the development approval process the importance of site assessments, especially where the presence of potentially hazardous materials is suspected, can not be overlooked. Many lending institutions now require a "Preliminary Site Assessment" (PSA) as part of their due diligence in making development loans. The City may, as part of its development approval process, also require a PSA as part of the initial

environmental assessment. This is to ensure that potentially hazardous conditions do not exist or to trigger additional study to abate conditions where they do exist.

The California Regional Water Quality Control Board (RWQCB) identified 27 site specific hazards in Corcoran to the California Environmental Protection Agency (EPA). All of the sites are petroleum based sites (i.e. gas stations, industrial sites, and other places which would carry petroleum products) with one site that is contaminated or potentially contaminated hazardous waste sites listed in the Calsites data base, listed in the *Hazardous Waste and Substance Sites List, December 1994*. The RWQCB has determined that natural degradation will take care of the problem. Local and state agencies must report all hazardous wastes to the Cal-EPA (§18051 of Title 14 of the California Administrative Code). Under this section, the Kings County Environmental Health Department is responsible for submitting a list of all the solid waste disposal facilities in the County for which there are known migration of hazardous waste to the California State Water Resources Board. The State Water Resources Board compiles a list of all local areas and submits this list to the California EPA. See Figure HZ-4 for the site specific hazardous waste sites.

## PUBLIC SAFETY

The Safety Element also includes urban and wildland fire considerations. Generally, Corcoran is free from major wildland fire hazards because of the amount of agricultural operations surrounding the City. Among the important issues with regard to fire safety and suppression is the placement of fire stations within a reasonable response time to urban uses in the City. Along with having adequate equipment and the strategic location of fire stations, is the need to provide for adequate fire flow in water systems (including fire hydrants) and adequate standards for roadway access to serve fire equipment. Other issues relating to public safety is the transportation and storage of hazardous or potentially hazardous materials deal with public safety concerns addressing canals, street lighting and perimeter security lighting, and overall law enforcement LOS in the City. This is particularly important with consistency requirements between the City's Capital Improvement Program and the General Plan where new or expanded public facilities are programmed.

### Fire Services

#### *Personnel and Future Demand*

The Kings County Fire Department (KCFD) is responsible for fire protection for the entire County except Hanford and Lemoore. Kings County at Corcoran currently operates one fully-staffed fire station. Staff of the KCFD, Corcoran Station consist of two battalions of fire fighters including two captains, a battalion chief, 13 full-time firefighters, and 12 volunteers. Fire dispatch is handled through Kings County.

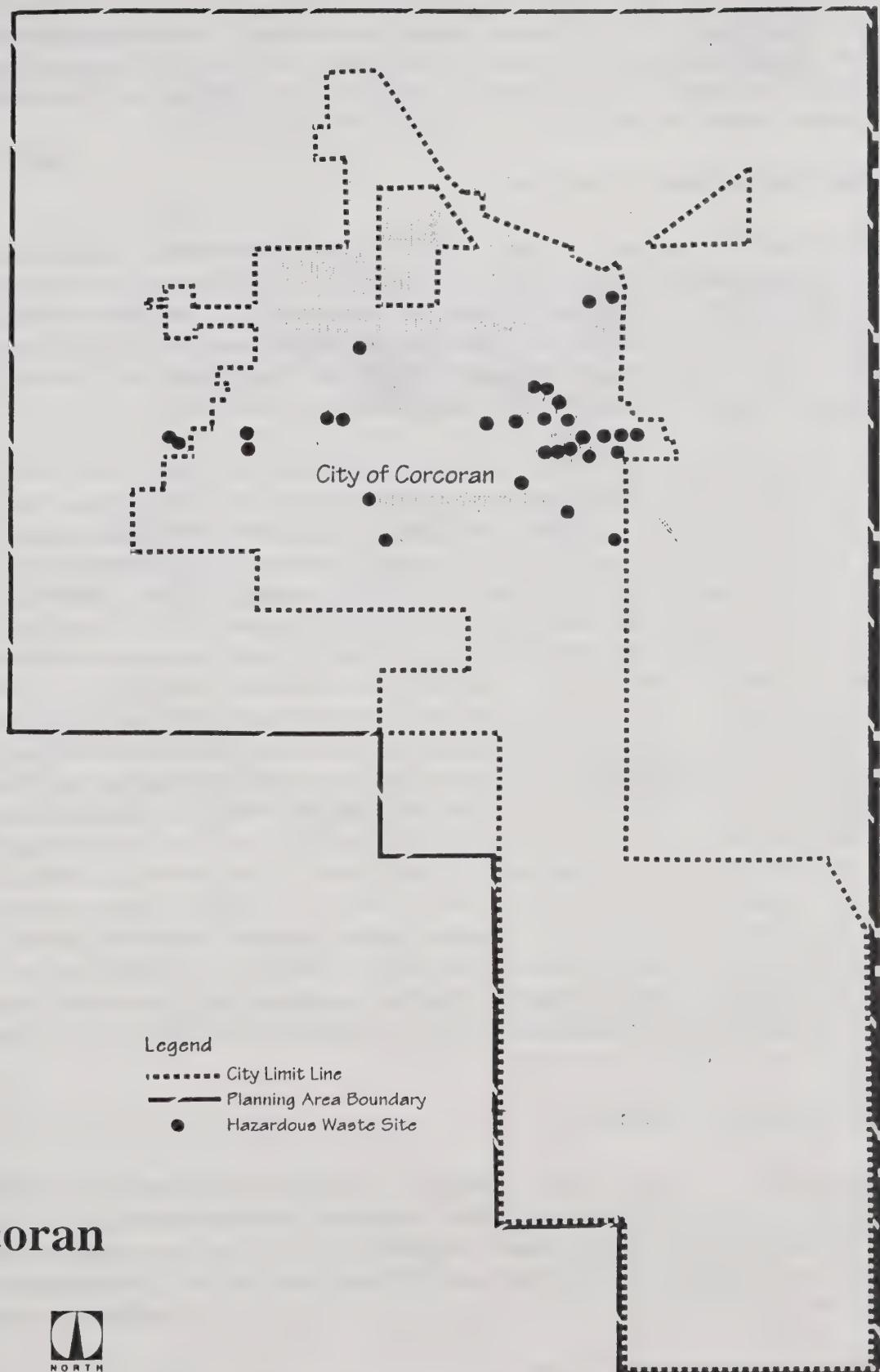


Figure HZ-4: Site Specific Hazardous Waste Sites

The KCFD will need approximately 21 full time firefighters and 16 volunteer fighters, if the current firefighter to population ratio of 1.65 per 1,000 residents for full time firefighters and 1.24 reserve firefighters per 1,000 to maintain current LOS. The Fire Department will evaluate the need for another full-time staffed fire department when the population of the City reaches 20,000.

### *Service Locations and Future Demand*

The Corcoran fire station is located at 1033 Chittenden Avenue. Station No. 1's service area is designed to allow for an approximate five to six minute response time, which is the acceptable standard for Corcoran. Most of the existing City falls within the five minute response time contour from the current station. However, continued growth to the west and south from the fire station may place that development outside of acceptable response time contours.

The number and kind of vehicles available to the Fire Department will substantially depend on the type of development occurring in the City. Commercial/industrial development has different water requirements than residential development. The water requirement ranges from 1,200 to 3,000 gallons per minute (gpm). Kings County water requirement for residential development is 1,000 gallons per minute (gpm), while industrial/commercial development requires 3,000 gpm fire fighting suppression. The City has established a minimum of 500 gpm for well spaced or scattered residential development. An additional factor is the age of current equipment and the need to replace older equipment with modern fire fighting apparatus. Additional fire fighting equipment will be required as urban growth expands the City boundaries, and a new station eventually will be needed in the southwest portion of the City. Improvements to the water system will also have to be accomplished, so that water demand will keep up with the new equipment. The location of any future stations can be determined by the response time contours from the existing station for urban development. The desired response time to urban development is five to six minutes, which roughly equates to stations with overlapping service areas of 1.5 miles. The ISO rating for Corcoran is 5. The ISO rating is a rating system put together by the insurance carriers to rank water requirements, fire safety equipment, and service radii. The ISO rating is used for City and County Fire Departments.

### *Project Development Review*

The Planning Department refers appropriate project applications to the KCFD for review and comment. This review includes topics such as access, alarm systems, need for on-site suppression systems (sprinklers), addressing locations, hydrant location, etc. Comments and recommendations from the Fire Department are forwarded to the Planning Department for inclusion as development conditions.

### *Service to Unincorporated Areas*

The KCFD provides services to the unincorporated area surrounding the City. The KCFD has a mutual aid agreement with CSP-Corcoran. Given the level of urban

## *Hazards Management*

development and the uncertainty of boundaries near the City limits, a joint response with other Kings County Fire Stations and the CSP-Corcoran Fire Department could be necessary. The ISO rating for unincorporated Corcoran area is Rural 8.

## **Police Services**

### *Personnel and Future Demand*

The Corcoran Police Department currently operates out of a single station located at 1031 Chittenden Avenue. Space at this facility is marginal for current programs and community demands, and offers little room for expansion, training, and report writing activities. To meet increasing needs of police services, additional sworn officers and support staff will be required. The current LOS is 1.5 police officers per 1,000 population. If this LOS is to be maintained, additional officers will be needed as the City grows. Additional services required by a growing population could also be provided by volunteer programs for non-police functions such as bicycle licensing, dog license violations, and vehicle abatement. However, expanding personnel, whether sworn officers or volunteers, requires significant capital investment for equipment such as vehicles, law enforcement supplies, and office space. The City will have to investigate the expansion or relocation of the existing building in the next five to ten years.

The Police Department dispatches for police services for the City of Corcoran. The Corcoran Police Department has a three to four minute response time, which is acceptable for the City. The City of Corcoran Police Department may provide emergency response to the CSP-Corcoran as the facility is within the City limits.

### *Community Programs*

The Corcoran Police Department currently provides cooperative educational programs for the CJUSD. At the Elementary and Junior High levels, Drug Abuse Resistance Education (DARE), is aimed at reducing and avoiding drug abuse problems at an early age. The police department also has a school resource officer assigned to CJUHS.

### *Development Project Review*

The Planning Department refers appropriate project applications to the Corcoran Police Department for review and comment. This review includes topics such as lighting, alarm systems, and access. Comments and recommendations of the Police Department are forwarded to the Planning Department for inclusion as development conditions.

### *Service to Unincorporated Areas*

The Kings County Sheriff's Department is responsible for law enforcement within the unincorporated areas surrounding Corcoran. In the event that the Sheriff's

Department requires assistance or is unable to respond, the Corcoran Police Department will dispatch officers as needed, per request of the Sheriff's Department watch supervisor. The Sheriff's Department has full law enforcement authority. The California Highway Patrol has full traffic enforcement responsibility in unincorporated areas of Kings County.

## CORCORAN AIRPORT

The Corcoran Airport is addressed in the Kings County Airport Land Use Compatibility Plan (KCALUCP) for airport activity through the year 2010. The General Plan assumes that the existing airport noise contours will not expand significantly beyond current limits. The policies of the KCALUCP have been incorporated into other elements of the General Plan.

## NOISE

The State of California has adopted noise standards in areas of regulation not preempted by the federal government. State standards regulate noise levels of motor vehicles, freeway noise affecting classrooms, sets standards for sound transmission control, occupational noise control, and identifies noise insulation standards. The State has also developed land use compatibility guidelines for community noise environments.

Noise is usually defined as unwanted sound. It consists of any sound that may produce physiological or psychological damage and/or interfere with human communication, work, rest, recreation, and sleep. People recognize that noise has become an environmental pollutant that threatens our quality of life. In this way, it is a form of energy waste from human activities. Guidelines by the Office of Noise Control will be utilized in developing short and long term growth and traffic activities that affects noise.

Some land uses are more susceptible to noise intrusion than others, depending on the nature of activities expected with that use. For instance, at educational facilities it is important to concentrate and to communicate. An interior noise level in excess of 50 dBA may interfere with these activities. Similarly, interference with sleep may occur at 45 dBA, therefore residential land use standards must reflect this noise level. For the purpose of the General Plan, noise sensitive land uses include residential land uses, schools, hospitals, nursing homes, churches, and libraries.

Other land uses are more tolerant of noise. These uses typically include activities that generate loud noise levels or those that do not require verbal interaction, concentration, or sleep. Commercial and retail facilities are generally allowed noisier environments. Some industrial areas generate loud noises that interfere with communication. Industrial areas usually are allowed the highest exterior noise levels. When planning industrial areas, the City will try to minimize impacts to residential areas by establishing industrial parks. Construction activities associated

with public works projects or private development occur throughout the City, and they are generally localized and temporary.

The major transportation noise sources of concern in the City of Corcoran comes from truck traffic, railroad operations, and airport operations. As the traffic increases with these modes of transportation, so will the noise associated with the traffic. As ambient noise increases, additional means of mitigating noise impacts on residents will be required. The most common means of mitigation include additional set-backs, noise barriers, and insulation.

Table HZ-3 shows the noise level estimates on major roadways at the buildout of the General Plan. The major roadways are Whitley Avenue, Dairy Avenue, State Route 43, Orange Avenue, and the AT&SF Railroad Tracks.

Road/Street Description	Feet to Ldn Contours from Center Line of Road	
	65 dB	60 dB
Highway 43		
North of Whitley Avenue (55 mph)	185	399
South of Whitley Avenue (55 mph)	136	293
Whitley Avenue		
East of Dairy Avenue (40 mph)	82	177
West of Dairy Avenue (45 mph)	97	209
City Streets where projected noise contours extend beyond right-of-way		
Dairy Avenue (South of Whitley Avenue)	53	114
King Avenue (South of Whitley)	111	238

Figure HZ-5 shows the estimated noise contours of the major transportation routes of the City of Corcoran. These contours do not consider noise attenuation measures such as walls or berms typically used to mitigate noise impacts and adjacent uses. Installation of noise barriers will substantially reduce the impact of

traffic noise and could allow noise sensitive uses to be placed closer to the source of the noise based on site specific studies.

Figure HZ-5 is provided as a reference concerning the sensitivity of different land uses to their noise environment. It is intended to illustrate the range of noise levels which will allow the full range of activities normally associated with a given land use. For example, exterior noise levels in the range of 50-60 dB Ldn (or CNEL) are generally considered acceptable for residential land uses, since these levels will usually allow normal outdoor and indoor activities such as sleep and communication to occur without interruption. Industrial facilities, however, can be relatively insensitive to noise and may generally be located in a noise environment of up to 75 dB L<sub>dn</sub> (or CNEL) without significant adverse effects. Specific noise compatibility criteria in terms of L<sub>dn</sub> or CNEL for residential and noise sensitive land uses within Corcoran are defined in the policy section of this chapter.

Noise from Corcoran and J. G. Bosewell Airports are concerns because they occasionally produce noise (i.e. landings and takeoffs) that may disturb some residents near the airports. The noise contours shown in Figure HZ-5, constitute approximately 5,000 annual aircraft operations at the Corcoran Airport. Operations for the Sayler Airport were not made available for this report. With future growth occurring southwest of the airport, noise buffers will be needed for residential development. Restrictive land uses will reduce the impact of noise on sensitive uses near the airport. The KCALUCP dictates land use policy within certain zones. Noise from the airport will be a major concern for new development falling within restricted use zones.

In the 1985 Noise Element industrial and other stationary sources of noise were analyzed. The Element indicated that industrial noise control issues focus on two objectives: to prevent the introduction of new noise-producing uses in a noise sensitive area, and to prevent encroachment of noise-sensitive land uses into existing industrial facilities or other stationary sources. The operational characteristics of industrial sources has not changed significantly since 1985.

Train noise frequently occurs on the AT&SF Railroad line. Train operations in the northeast of the City produces substantial train horn noise levels. The source of the noise is usually through passing trains. Engine, wheel to track, and predominantly warning horn noises at intersections generate noise associated with rail operation. Noise from the trains will be a significant impact in the northeast portion of the City. See Table HZ-4 and Table HZ-5 for Estimated Setback (Feet) from Railroad Tracks With and Without Barriers.

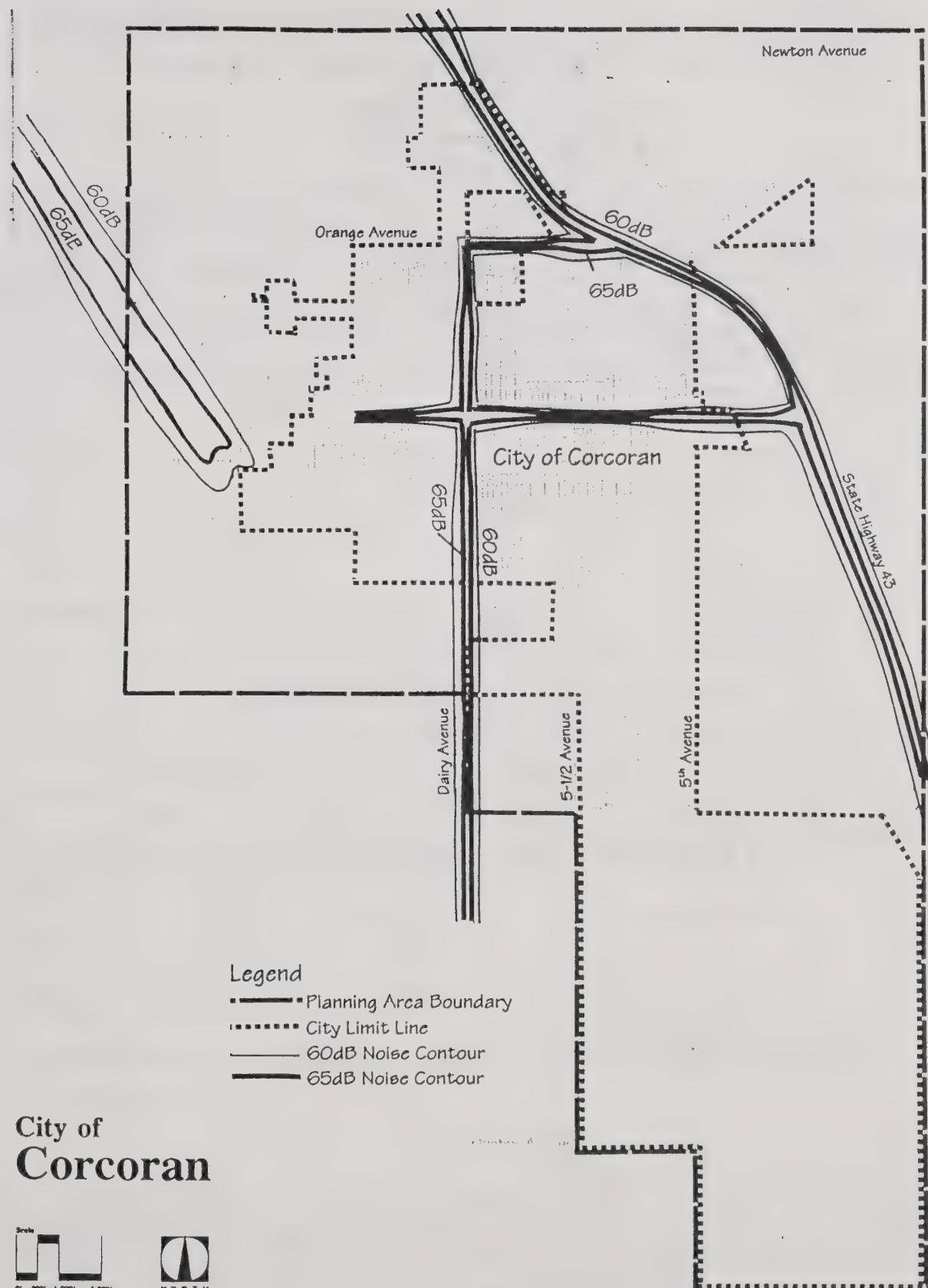


Figure HZ-5 : Noise Contours

**Table HZ-4**  
 Corcoran General Plan  
**Railroad Tracks Compliance**  
**with 65 dB L<sub>dn</sub> Standard**  
**(Without Barriers)**

Contours Values	Existing (1995)		Future (2020)	
	w/o Horn	w/Horn	w/o Horn	w/Horn
65 dB	115'	248'	140'	300'

Source: Brown-Buntin Associates, Inc.

**Table HZ-5**  
 Corcoran General Plan  
**Railroad Tracks Compliance with 65 dB L<sub>dn</sub>**  
**(With Barriers)**

Railroad Elevation (above ground)	6-foot Barrier		8-foot Barrier	
	Without Horn Noise	With Horn Noise	Without Horn Noise	With Horn Noise
0-2 feet	75'	105'	75'	85'
3-5 feet	75'	110'	75'	100'
6-7 feet	75'	125'	75'	105'

Source: Brown-Buntin Associates, Inc.

Truck traffic is the most frequent noise emitter in Corcoran, and will need to be considered to keep the Ldn within the City's standards. Truck routes have been established, in the north area, outside residential areas, and that will cut down on noise in residential areas. It is proposed that commercial and light industrial areas be used as buffers to new residential development.

## *Hazards Management*

The Policies and Programs contained in the Noise Element, as well as those contained in the Land Use, Circulation, and Open Space and Conservation Element will ensure that noise will be at an acceptable and safe level throughout the City.

## **AIR QUALITY**

The City of Corcoran's air quality is affected by development which occurs within its boundaries, but more significantly by the balance of activities within the San Joaquin Valley. Improvement to air quality is a regional, state, and national problem and all of the various levels of government must work together to achieve an integrated set of policies and programs to address elements of the problem. Progress has been made since the 1960s emission control efforts began. Regulations on vehicle emissions and industrial sources have improved air quality, but standards for several pollutants are still frequently exceeded in the San Joaquin Valley. Even the SJVUAPCD can not predict when state or federal standards will be achieved even with new technologies and control measures expected in the next few years. Local air quality programs that reduce vehicle trips and miles traveled can be a significant source of emission reductions. For this reason, the 1991 Air Quality Attainment Plan for the San Joaquin Valley includes a control measure to encourage cities and counties to adopt air quality elements.

The land use design, circulation system, and open space and conservation approach pursued in the Corcoran General Plan makes a clear statement of commitment to take action toward improving air quality and emphasizes public transit accessibility, pedestrian facilities, and bicycling as a recreational activity. Objectives, policies, and programs contained in these General Plan Elements support and implement most of the SJVUAPCD air quality recommendations and are designated with **AQ** in parenthesis behind the Objective, Policy or Program. For a complete listing of the Goals, Objectives, Policies and Programs designed to implement the model Air Quality Element, please see Appendix A of the Environmental Impact Report.

## **GOALS**

The Goal of the Hazards Element is to:

- Minimize the City of Corcoran's exposure to harmful impacts caused by natural or man-made hazards and noise.**

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## **Hazards Management** *Objectives, Policies & Programs*

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### **OBJECTIVE HZ 1** **Protect Corcoran from hazards associated with the natural environment.**

**POLICY HZ 1.1**

Minimize risks of personal injury and property damage associated with natural hazards.

**PROGRAM HZ 1.1-A**

*Participate in State and County programs to educate residents on procedures regarding preparedness and response to natural disasters, providing information describing procedures and evacuation routes to be followed in the event of a disaster.*

**PROGRAM HZ 1.1-B**

*Design consideration shall be given for future evacuation routes as a component of the street construction and improvement programs of the City. The City shall coordinate its planning and design efforts with other agencies including Kings County Office of Emergency Services, California Highway Patrol, and Caltrans.*

**POLICY HZ 1.2**

Mitigate potential adverse impacts of geologic and seismic hazards.

**PROGRAM HZ 1.2-A**

*Where questionable conditions exist including subsidence, require geologic and soils studies to identify potential hazards as part of the approval process for all new development prior to grading activities.*

**PROGRAM HZ 1.2-B**

*Participate with Cross Creek Flood Control District to monitor subsidence and its relative effects on levees which protect Corcoran from Tulare Lake flooding.*

**PROGRAM HZ 1.2-C**

*In the southwest portion of the City, it may be affected by subsidence of the Cross Creek Levees. The City may cooperatively establish a development fee with Cross Creek Flood Control District to help offset the future costs of studying subsidence of the levees and constructing additional levee facilities that protect such development.*

**PROGRAM HZ 1.2-D**

*Require that underground utilities be designed to withstand probable seismic forces encountered in Corcoran.*

**PROGRAM HZ 1.2-E**

*Continue to incorporate appropriate earthquake prevention standards into the City UBC and require that all new structures be engineered to meet seismic safety code standards.*

**POLICY HZ 1.3**

Minimize fire hazards within the Corcoran Planning Area.

**PROGRAM HZ 1.3-A**

*A Joint effort between the City and County shall determine the need for additional fire stations and equipment to maintain the five to six minute response time for fire suppression services. The determination should include the estimate and timing of projected growth and the location in the City that growth will take place. New development shall be responsible for paying development fees to offset public improvement cost of land acquisition, facility construction, and equipment acquisition.*

**PROGRAM HZ 1.3-B**

*The City shall minimize the dependencies of new commercial, industrial, and mixed-use developments on fire fighting personnel and equipment by requiring on-site fire suppression systems which include sprinklers and pumps, as necessary.*

**PROGRAM HZ 1.3-C**

*The City shall require property owners to remove fire hazards, structures, materials and debris as directed by the Fire Department.*

**PROGRAM HZ 1.3-D**

*All new development shall be constructed according to the fire safety and structural standards contained in the latest adopted Uniform Building Code and related regulations.*

**OBJECTIVE 2**

**Protect the citizens of Corcoran and its environment from exposure to hazardous materials or waste.**

**POLICY HZ 2.1**

Any risks involving the disposal, transport, manufacture, storage and handling of hazardous material in Corcoran shall be evaluated in the project review process.

**PROGRAM HZ 2.1-A**

*Coordinate with Kings Waste and Recycling to provide educational opportunities for the generators of small quantity, household and agricultural waste products regarding their responsibilities for source reduction and proper and safe hazardous waste management.*

**PROGRAM HZ 2.1-B**

*The Uniform Fire Code shall be used to regulate the storage of hazardous substances.*

**PROGRAM HZ 2.1-C**

*Restrict the storage of hazardous material in industrial areas which are located near sensitive receptors.*

**PROGRAM HZ 2.1-D (AQ)**

*Consider the emission of toxic air contaminants from existing facilities when siting new sensitive receptors near such a source. Where appropriate, consultation and coordination with SJVUAPCD shall be undertaken.*

**PROGRAM HZ 2.1-E**

*Coordinate with the California Highway Patrol to maintain designated travel routes through the Corcoran area for vehicles transporting hazardous materials.*

**PROGRAM HZ 2.1-F**

*Coordinate with the Kings County Health Department for the implementation of the Hazardous Material Disclosure Law.*

**PROGRAM HZ 2.1-G (AQ)**

*Identify potential users and producers of hazardous materials at the time of permit application and mitigate dangers associated with these materials. Where appropriate, consultation and coordination with SJVUAPCD shall be undertaken.*

**PROGRAM HZ 2.1-H (AQ)**

*Land uses that use, store, or produce hazardous materials shall be located at a safe distance from other uses that may be adversely affected by such activities.*

**OBJECTIVE HZ 3**

Provide high quality emergency services to protect life and property in the City of Corcoran.

**POLICY HZ 3.1**

Provide for efficient and cost effective fire and emergency medical services to minimize potential injury, loss or destruction to persons or property.

**PROGRAM HZ 3.1-A**

*Continue with Fire Awareness programs to minimize fire hazards near urban uses.*

**PROGRAM HZ 3.1-B**

*Potential fire hazards shall be identified in project review and shall be mitigated to an acceptable level.*

**PROGRAM HZ 3.1-C**

*To the extent feasible, Kings County shall maintain Fire Marshall inspection services to ensure that new and remodel construction complies with Fire Code requirements, and that commercial and industrial buildings are meeting minimum fire prevention and safety requirements.*

**PROGRAM HZ 3.1-D**

*Maintain mutual aid agreements with Kings County, other nearby cities including the City of Hanford, City of Avenal, and the CSP-Corcoran.*

**PROGRAM HZ 3.1-E**

*Maintain emergency fire dispatch services at an acceptable level and to the extent feasible, maintain mutual aid communications channels with Kings County Sheriff's Department.*

**POLICY HZ 3.2**

Implement the Emergency Operation Plan (EOP).

**PROGRAM HZ 3.2-A**

*As required, update the Emergency Operation Plan annually to respond to changes in land use, population and incorporated city boundaries, including: evacuation routes; location of critical facilities; peak load water supply requirements; minimum road widths and turning radii; and identification of the population at risk.*

**PROGRAM HZ 3.2-B**

*Coordinate with Kings County, Federal Emergency Management Agency, Office of Emergency Services, in reducing community risk in the event of a disaster through Emergency Preparedness Plan preparation and disaster drills.*

**PROGRAM HZ 3.2-C**

*Coordinate City evacuation routes with Kings County's Office of Emergency Services, Emergency Operation Plan.*

**PROGRAM HZ 3.2-D**

*Ensure that public and private water facilities have adequate capacity to supply emergency needs.*

**POLICY HZ 3.3**

Promote community order by preventing criminal activity, enforcing laws, and meeting community police service demands.

**PROGRAM HZ 3.3-A**

*Maintain the 911 emergency system, and promote Neighborhood Watch systems and similar crime prevention activities and programs through schools and community organizations.*

**PROGRAM HZ 3.3-B**

*Design public and private spaces to minimize opportunities for criminal activity.*

**PROGRAM HZ 3.3-C**

*Maintain mutual aid agreements with Kings County and neighboring County law enforcement agencies, CSP-Corcoran, and the California Highway Patrol.*

**PROGRAM HZ 3.3-D**

*Law enforcement hazards shall be identified in project review and shall be prevented or mitigated to an acceptable level.*

**POLICY HZ 3.4**

Facility and equipment needs of the KCFD, Corcoran Station and the Corcoran Police Department shall be considered in the review of new development and mitigated to an acceptable level.

**PROGRAM HZ 3.4-A**

*Requirements for an additional fire station and equipment shall be considered in cooperation with the County and the City as deemed necessary to include the Capital Improvement Program and reimbursed through development impact fees determined as necessary.*

**PROGRAM HZ 3.4-B**

*Requirements for expanded police department facilities and equipment shall be considered in the Capital Improvement Programs and development impact fees.*

**OBJECTIVE HZ 4**

Protect the safety of persons on the ground from aircraft crash hazard potentials, and protect the safety of aircraft in flight.

**POLICY HZ 4.1**

Corcoran shall participate in the development and application of the Kings County Airport Land Use Compatibility Plan for the Corcoran Airport.

**PROGRAM HZ 4.1-A**

*Continue to work with the Federal Aviation Administration and the California Division of Aeronautics to implement the KCALUCP in the Corcoran Airport environs.*

**POLICY HZ 4.2**

Corcoran shall participate as needed in the maintenance of the KCALUCP for the environs of the Corcoran Airport.

**PROGRAM HZ 4.2-A**

*The Land Use Element of the Corcoran General Plan and the Corcoran Zoning Ordinance shall be used to restrict new land uses which would be detrimentally impaired by aircraft operations from being built within Compatibility Zones A & B1/B2 as defined by the KCALUCP.*

- *Land divisions for residential development purposes should be denied in compatibility Zones A & B1.*
- *New residential dwellings should be only constructed as far from the centerline of the airport as allowed in the Zoning Ordinance set backs*

**OBJECTIVE HZ 5**

Minimize risks of personal injury associated with potential hazards in the built environment.

**POLICY HZ 5.1**

Public safety hazards associated with irrigation canals and drainage areas shall be minimized by fencing or restricting access.

***PROGRAM HZ 5.1-A***

*Maintain design criteria in the City Standard Specifications for publicly accessible irrigation facilities, slough remnants, detention basins and drainage facilities as may be required of new development which maybe adjacent to or have such facilities on-site to minimize the potential for accidents and injury.*

**OBJECTIVE HZ 6**

Protect the residents of Corcoran from the harmful and annoying effect of excessive noise and protect the City's economic base by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.

**POLICY HZ 6.1**

Ground transportation noise: The compatibility of proposed projects with existing and future noise levels due to ground transportation noise sources shall be evaluated in relation to Table HZ-6. Noise levels in outdoor activity areas and interior spaces shall be mitigated to the levels shown in Table HZ-6.

**POLICY HZ 6.2**

New equipment and vehicles purchased by the City of Corcoran shall comply with noise level performance standards consistent with the best available noise reduction technology.

**POLICY HZ 6.3**

The City shall require monitoring of compliance with the standards of the Noise Element after completion of projects where noise mitigation measures have been required.

**POLICY HZ 6.4**

The Corcoran Police Department shall actively enforce the California Vehicle Code sections relating to adequate vehicle mufflers and modified exhaust systems.

**POLICY HZ 6.5**

Aircraft noise: All new land use proposals shall be evaluated against the land use policies of the KCALUCP for aircraft-generated community noise.

***PROGRAM HZ 6.5-A***

*All residential development shall be restricted to areas where outdoor noise levels are less than 60 dBA CNEL and shall be prohibited in those areas which are greater than 65 dBA CNEL except those areas that were designated for residential development prior to the adoption of the General Plan Noise Standards. In those areas, residential uses may be permitted within the 65 to 70 dBA CNEL Noise Contour, if the City Council makes findings of "special conditions", as that phrase is defined by the KCALUCP.*

**POLICY HZ 6.6**

Non-transportation noise: Noise created by non-transportation noise sources shall be mitigated so as not to exceed the interior and exterior noise level standards of Table HZ-7 by cutting the property lines of the nearest existing sensitive land use. Where proposed non-transportation noise sources are likely to produce noise levels exceeding the performance standards in Table HZ-7, at the property lines if the nearest existing sensitive land use, and an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.

**POLICY HZ 6.7**

All acoustical analyses required by the Hazards Management Element shall:

- A. Be the responsibility of the applicant.
- B. Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.
- C. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
- D. Estimate existing and projected (20 year) noise levels in terms of  $L_{dn}$  and/or the standards of Table HZ-7, and compare those levels to the policies of this Element.
- E. Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of this Element. Where the noise source in question consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance.
- F. Estimate noise exposure after the prescribed mitigation measures have been implemented.
- G. Describe a post-project assessment program which could be used to evaluate the effectiveness of the proposed mitigation measures.

**Table HZ-6**  
 Corcoran General Plan  
**Maximum Allowable Noise Exposure to Ground**  
**Transportation Noise Sources**

Land Use	Outdoor Activity Areas <sup>a</sup>	Interior Spaces	
	$L_{dn}/CNEL, \text{dB}$	$L_{dn}/CNEL, \text{dB}$	$L_{eq}, \text{dB}^b$
Residential	60 <sup>c</sup>	45	--
Transient lodging	60 <sup>c</sup>	45	--
Hospitals, nursing homes	60 <sup>c</sup>	45	--
Theaters, auditoriums, music halls	--	--	35
Churches, meeting halls	60 <sup>c</sup>	--	40
Office buildings	--	--	45
Schools, libraries, museums	--	--	45
Playgrounds, neighborhood parks	70	--	--

Notes:

<sup>a</sup> Where the location of outdoor activity areas is unknown, the exterior noise-level standard shall be applied to the property line of the receiving land use.

<sup>b</sup> As determined for a typical worst-case hour during periods of use.

<sup>c</sup> Where it is not possible to reduce noise in outdoor activity areas to 60 db  $L_{dn}/CNEL$  or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB  $L_{dn}/CNEL$  may be allowed provided that available exterior noise-level reduction measures have been implemented and interior noise levels are in compliance with this table.

-- = not applicable

$L_{dn}$  = Day-Night Average Sound Level

CNEL = Community Noise Equivalent Level

dB = Decibels

**Table HZ-7**  
 Corcoran General Plan  
**Noise-Level Performance Standards for New Projects Affected**  
**By or Including Non-Transportation Sources**

		Exterior Noise-Level Standard (Applicable at Property Line)		Interior Noise-level Standard	
Land Use	Noise-Level Descriptor	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Residential	$L_{eq}$ $L_{max}$	60 70	45 65	40 60	35 55
Transient lodging, hospitals, nursing homes	$L_{eq}$ $L_{max}$	-- --	-- --	40 60	35 55
Theaters, auditoriums, music halls	$L_{eq}$	--	--	35	35
Churches, meeting halls	$L_{eq}$	--	--	40	40
Office buildings	$L_{eq}$	--	--	45	--
Schools, libraries, museums	$L_{eq}$	--	--	45	--
Playgrounds, parks	$L_{eq}$	65	--	--	--

## Notes:

Each of the noise levels specified above shall be lowered by 5 dB for simple tone noises, noises consisting primarily of speech or music, or recurring impulsive noises. These noise-level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

$L_{eq}$  = Noise Equivalent Level

$L_{max}$  = Maximum Noise Equivalent

**POLICY HZ 6.8**

The City shall utilize procedures for project review and issuance of building permits to ensure that noise mitigation measures identified in an acoustical analysis are implemented in the project design.

**POLICY HZ 6.9**

The City shall purchase only equipment and vehicles which comply with noise level performance standards based upon the best available noise reduction technology.

**POLICY HZ 6.10**

The City shall require all development projects to mitigate noise impacts associated with construction activities.

**OBJECTIVE HZ 7 (AQ)**

**Develop effective communication, cooperation, and coordination in establishing and operating community and regional air quality programs.**

**POLICY HZ 7.1 (AQ)**

The City shall endeavor through the project review and environmental assessment process, to accurately determine and provide for fair and implementable mitigation measures for air quality impacts.

**PROGRAM HZ 7.1-A (AQ)**

*Once the SJVUAPCD emission thresholds are established, the City will require air quality analysis on projects which exceed those thresholds to be included in environmental documents.*

**PROGRAM HZ 7.1-B (AQ)**

*Where mitigation measures have been determined to be feasible and implementable, such measures may become recommended conditions of the project approval process.*

**PROGRAM HZ 7.1-C (AQ)**

*The City will work with other local governmental agencies on a regional basis to develop realistic and implementable basin-wide Air Quality Impact Assessment Guidelines that will provide standard criteria for determining significant environmental effects, a uniform method of calculating project emissions, and standard mitigation measures applicable to all cities.*

**PROGRAM HZ 7.1-D (AQ)**

*Among the environmental review mitigation measures or conditions for development are appropriate air quality mitigation measures recommended by the SJVUAPCD to reduce particulate emissions from construction, grading, and demolition.*

**PROGRAM HZ 7.1-E (AQ)**

*Through the environmental assessment and review process, the City will encourage developers to limit fireplace installations in new projects which do not meet EPA Phase II standards. Natural gas, pellet stoves, or other devices which minimize emissions shall be encouraged.*

**PROGRAM HZ 7.1-F (AQ)**

*Assist the SJVUAPCD in implementing District Regulation VIII where appropriate.*

**POLICY HZ 7.2 (AQ)**

Because air quality problems and solutions require regional cooperation and action, Corcoran will participate with neighboring and regional jurisdictions in coordinating air quality management programs.

**PROGRAM HZ 7.2-A (AQ)**

*Once emissions thresholds are established by the SJVUAPCD, the City will consult with SJVUAPCD in the "early consultation process" as recommended by CEQA to determine a reasonable scope of air quality analysis for affected projects.*

**PROGRAM HZ 7.2-B (AQ)**

*Once the PM-10 emissions reduction program has been determined by the SJVUAPCD, the City of Corcoran will participate with other neighboring jurisdictions to implement those rules.*

**POLICY HZ 7.3 (AQ)**

Corcoran will seek methods to integrate land use, circulation, and air quality planning with neighboring and regional jurisdictions.

*[End of Hazards Management Element]*

## OPEN SPACE, CONSERVATION & RECREATION

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### INTRODUCTION

The requirements for the Open Space Element (Government Code Sections 65302[e] and 65560 et seq.) are similar to those addressed in the Conservation Element (Government Code Section 65302(d)). This element combines these two state-mandated elements, Open Space and Conservation, and adds an optional Recreation component into one comprehensive element.

State law mandates that the open space element address four basic areas of concern: (1) Open space for resource management including agricultural and mineral resources; (2) Open space for outdoor recreation including parks and recreational facilities; (3) Open space for public health and safety including flood prone areas and earthquake fault zones; and (4) Open space for the preservation of natural resources, including natural plant communities, habitat for fish and wildlife, and water resources. Added to this, the conservation element is required to address issues such as waterways, soils, wildlife preservation, natural and riparian habitats as well as scenic, historical and cultural resource conservation.

Recreational topics addressed in this element include neighborhood and community parks, pedestrian walkways, and bicycle trails. Many of the important aspects of each of these issues is addressed through Goals, Objectives, Policies and Programs elsewhere in the plan. As with other Elements of the General Plan, air quality mitigation issues are denoted with an (AQ) following policies or programs. This section groups the discussion items providing an overview to the Open Space, Conservation and Recreation programs of the City. This overview discusses the following topics:

<input type="checkbox"/> Open Space	<input type="checkbox"/> Extractive Resources
<input type="checkbox"/> Agricultural Lands	<input type="checkbox"/> Energy Conservation
<input type="checkbox"/> Water Resources	<input type="checkbox"/> Historical/Cultural Resources
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Recreation

### OPEN SPACE

Open Space, as defined by the Government Code, includes any parcel or area of land or water which is essentially unimproved and designated for the preservation of natural resources, the production of natural resources, recreation, and public health and safety. This broad definition encompasses parks, storm drainage basins, and agricultural land.

## **AGRICULTURAL LANDS**

Agricultural land is the City's most important resource. In 1995, the County's gross agricultural production value was recorded at \$837 million. Agricultural production is ranked 12th among California counties and 16th among US counties (based on 1989 figures). Cotton is the top crop in both Kings County and Corcoran and has a gross value of \$281 million in the County<sup>1</sup>. Other agricultural products include fruit and nut crops, seed crops, and poultry and livestock. The preservation of agricultural resources is important to the economic vitality of both the City of Corcoran and the region. Additionally, agriculture and its associated open space are essential to preserving regional heritage and contributes to the quality of life for the residents of Kings County. The City of Corcoran considers agriculture an industry, and therefore it is a vital constituent of the economic base of the City.

Much of the agricultural land that surrounds Corcoran is subject to the Williamson Act (California Land Conservation Act of 1965). Under the provisions of the Williamson Act, the property owner and the County enter into a ten year contract to restrict the property to open space, agriculture, or recreational uses, as determined by the county. In exchange for land use restrictions, the property owner receives a property tax reduction. The County is reimbursed for lost property tax revenue by the State. Contracts are for ten years and are automatically renewed every year, unless non-renewal is initiated by the land owner. If the land owner chooses not to renew, the ten year time frame begins and property taxes gradually increase over the next ten years. After ten years the property can be developed as any other piece of land. If the owner wishes to develop the land before the ten year contract has expired, a series of findings and a penalty equal to 12.5 percent of the assessed value of the land (if not under the contract), must be paid to the state. The findings are difficult for a county to make, but under certain circumstances can be made by a city.

Land under Williamson Act contracts is a constraint to development and growth as outlined in the General Plan. To expand into Williamson Act Lands, contracts must be cancelled. This cancellation requires a series of findings, involves time, and a financial penalty. Williamson Act land has affected the growth pattern of many communities, and can often prevent annexations and/or the efficient provision of services. This is especially true when adjacent parcels may not be covered by the Act, or have different times left on a contract.

There are 690,000 acres of agriculture land in Kings County and 684,104 acres, or 99%, are under Williamson Act contracts and there are approximately 14,700 acres of land under Williamson Act contracts within a one mile radius of the City. Of that, very little has been listed as non-renewal. 2,276 acres in the Planning Area are under Williamson Act Contracts, of which 214 are currently within the City limits.

To address the Williamson Act issue, the City will include an agricultural zoning classification to allow for the logical expansion of city boundaries and the

expansion of services. The City will also prepare written guidelines for the cancellation of Williamson Act Contracts, including procedures, timelines, and explanation of the requisite findings.

## **FARMLAND MAPPING AND MONITORING PROGRAM**

The Department of Conservation's Farmland Mapping and Monitoring Program was begun in 1980 to supplement the land inventory and monitoring activity of the USDA, Soil Conservation Service. For land inventory purposes, categorical definitions of important farmlands were developed by the Soil Conservation Service. These definitions recognize the land's suitability for agricultural production, rather than solely reflecting the physical and chemical characteristics of soils. Lands which provide the best opportunity for agricultural production are designated as Prime Farmlands and Farmlands of Statewide Importance.

There is no Prime Farmland as defined by the State in the Planning Area, but outside the City limits. However, there are approximately 4,230 acres of Farmland of Statewide Importance in the Project Area, outside the City limits.

## **WATER RESOURCES**

The City of Corcoran is located in the north-central portion of the Tulare Lake Region-Kings Basin as defined by the California Department of Water Resources (CDWR). This area encompasses the southern portion of the San Joaquin Valley (south of the Kings River watershed) and adjacent mountain slopes (Sierra Nevada and Coastal Ranges). The area is characterized by internal drainage and surface runoff is generally towards surface depressions or surface waterways.

A significant feature of the groundwater in the Corcoran area is a confining bed of soil about 100 feet thick known as the Corcoran Clay, or E-Clay. The E-Clay effectively divides the layers of earth separating the groundwater into two aquifers. The upper aquifer extends to a depth ranging from 300 to 500 feet below the surface at Corcoran. The lower aquifer is defined by water bearing strata below the E-Clay layer. This layer is located approximately 500 feet below the ground surface in the Corcoran area. Domestic groundwater in Corcoran is pumped from the upper aquifer.

The City uses wells as the source for all domestic water. There are five active wells in the well field in the northeast corner of the City. There are also two booster pump stations with standby power and 1.5 million gallons of storage space in eight tanks near the well field. There are over 17,500 people on the Corcoran water system, including residents inside the City limits, 2,300 people outside the City limits, and the prison population (5,500). The water system will have to be improved to meet projected buildup of the General Plan. The most reasonable improvements include digging new wells, increasing lines and improving water pressure. The City monitors water use with water meters for about 40 percent of

users. New developments are required to provide water mains to the development and may be required to help finance new wells and water storage facilities.

Water conservation will continue to be an important component of City water policy. Innovative solutions to water conservation are needed. There have been difficulties in the past when the City rationed water on a per day basis. Resident's perception was that there would not be enough water on a per day basis and actually used more water over the week. This was because residents over-water on designated days. Any City water conservation efforts need to take into consideration resident concerns and perceptions regarding conservation and the use of treated water.

Private agricultural wells are a major user of groundwater during dry years or when surface water irrigation supplies are not available. High production agricultural wells near the City for agricultural irrigation purposes can endanger the City's water supply. Some agricultural water users rely heavily on groundwater supplies in dry years. The management of groundwater resources is critical if the City is to provide a potable water for the projected growth envisioned by the General Plan.

As a result of AB 3030 which became law January 1, 1993, irrigation and water districts in California may prepare and adopt groundwater management programs covering their jurisdictions. A groundwater management program can be developed which establishes expansive controls on groundwater production, use, recharge, and financing improvements. The City may be significantly impacted by provisions of a groundwater management program, and therefore, should become an active participant in the development of any plan which could effect groundwater supply (or surface water) within the Planning Area.

### **Groundwater Recharge**

Groundwater is the source of water supply for the City through five wells in the northeast section of the City. The City is located in the southern portion of the San Joaquin Valley Ground Water Basin which is the largest groundwater basin in California and there is no means of groundwater outflow. Groundwater levels fluctuate during the year in relationship to pumping demands for agricultural and urban uses. Typically groundwater tables are at their maximum during the spring. During the summer and fall, demands are higher and water tables low from increased pumping activity for both agricultural and domestic purposes.

Recharge of groundwater occurs primarily by infiltration of rainfall, stormwater runoff, runoff from the Sierra Nevada mountain range, to a lesser extent the Coastal Range, and from wastewater reclamation.

## Water Quality

The City of Corcoran domestic water supply is considered good. Water quality and appearance can be affected by arsenic, iron, manganese, and hydrogen sulfide. Although water quality can be negatively affected by high levels of these substances, all levels are within EPA Maximum Containment Level (MCL) standards.

## Water Suppliers

State planning law requires general plan conservation elements to address water resources in coordination with all water providers within the jurisdiction for which the general plan is prepared. Therefore, descriptions of water providers are included below. In addition, to meet the standards outlined in SB 901 (1995) the City must require new developments provide documentation to impacted water districts regarding how the City will supply water to the development and the availability of that water. The City should adopt a long-range water management program.

### *Municipal Water Supply*

Domestic water in the Corcoran area is provided by the City. Corcoran and surrounding urban areas draw local groundwater to meet all domestic, commercial, and industrial water demands. Domestic water is supplied by five wells in the northeast section of town.

Guidelines for the management of the Corcoran water system are presented in the Corcoran Municipal Code. The Municipal Code establishes specific guidelines for the provision of water services, billing and service charges, and defines unlawful acts regarding the wasting of water.

### *Agricultural Irrigation Water*

Agricultural irrigation water is provided in the vicinity of Corcoran by the Corcoran Irrigation District (CID).

### *Private Water Systems*

There are few private water systems in addition to the irrigation districts and the City of Corcoran water system. The CSP-Corcoran has a drainage and wastewater system, but is supplied water by the City. Some private landowners have water and irrigation systems, mainly for agricultural purposes.

## BIOLOGICAL RESOURCES

Native vegetation and wildlife resources have recreational, educational, and aesthetic values for the entire community. As the City grows, the need for

preservation of the valuable diversity of species in the area becomes increasingly important.

Current data, available from the California Department of Fish and Game Diversity Data Base, provides an insight into the sensitive biological resources that could potentially occur in the Corcoran Planning Area. These resources include sensitive plant/wildlife communities, wildlife species, and plant species.

### **Plant & Wildlife Communities**

According to the State Department of Fish and Game's Natural Diversity Data Base (CNDDB) several plant and animal species that may be in the vicinity have special status under federal or state endangered species legislation or have been designated sensitive by state agencies or professional organizations whose lists are recognized by state agencies during review of environmental documents.

Given the soils in the Corcoran area, a potential for vernal pools does exist, and such pools have been documented in the CNDDB for larger areas of Kings County. Vernal pools often contain sensitive invertebrates and plant species. A number of wildlife and plant species that inhabit vernal pools are currently listed as threatened or endangered species. Most of the land surrounding the City has been disturbed by agricultural production and some pools may have existed in the past. Very few land forms remain in the Planning Area that could potentially support vernal pools.

Other sensitive wetland habitats such as seasonal wetlands, alkali plays, etc., may be present within the Corcoran Planning Area and subject to Army Corps of Engineers jurisdiction under Section 404 of the Clean Water Act.

### **Wildlife Species**

Much of the Corcoran Planning Area has been developed for agricultural uses. Only very small and isolated pockets of land remain today which can even be considered in "the natural" state; there may be remnants of isolated habitats along the edges of agricultural fields and some jurisdictional wetlands could potentially remain. The *Kings County Enterprise Zone Draft Environmental Impact Report* (SCH# 91122019, October 1992) identifies four animal species of special status and one plant species. The four animal species are the Tipton Kangaroo Rat (*Dipodomys nitratoides*), Swainson's Hawk (*Buteo swainsoni*), Tri-colored blackbird (*Agelaius tricolor*), and the Blunt Nosed Leopard Lizard (*Gambelia silus*). The vegetation listed is the Valley Sacaton Grassland (*name*). Only the Tri-colored blackbird is in the vicinity of Corcoran and none of the species listed have been observed inside the Planning Area boundary and there is little remaining habitat.

### **Plant Species**

Most of the open land in the Planning Area is dedicated for agricultural uses. The surrounding region has three types of habitats: cropland, freshwater emergent

wetland, and ruderal habitat. Cropland in the area supports corn, wheat, cotton and alfalfa, with scattered weeds throughout. Freshwater emergent wetland may occur within drainage areas associated with cropland. Ruderal habitat includes disturbed, weedy areas that are not routinely maintained or farmed. This habitat occurs in isolated and disconnected locations throughout the Planning Area, including roadsides, fencelines and some ditches.

## EXTRACTIVE RESOURCES

Resource extraction involves the removal of natural resources from their place of discovery. There are no areas of extractive resources in the Planning Area.

## ENERGY CONSERVATION

The goal of energy conservation is to reduce the use of depletable or nonrenewable energy resources. Reduced consumption may be achieved either by the more efficient use of these resources, or by replacing them with renewable or non-depletable resources.

Energy is either renewable or non-renewable. Renewable resources are those whose supply is unlimited or can be replenished. This includes solar and wind energy, and, if properly managed, hydroelectric and geothermal power.

Nonrenewable resources are those which are limited in supply and which may eventually be depleted. These energy resources include water, oil, and gas. At present, most energy consumed is nonrenewable.

According to *The 1992-1993 California Energy Plan* prepared by the California Energy Commission, over 90 percent of the energy consumed in California in 1991 originated from fossil fuels. Transportation accounted for approximately 50 percent and industrial uses comprised approximately 30 percent of all energy consumed. Residential use of energy was limited to approximately 12 percent of the total energy consumed. The remaining eight percent is consumed by various sources including agriculture.

Vegetation can help with conservation of energy by lowering ambient temperatures of structures and parking lots. Reducing ambient temperatures of buildings could reduce air conditioning requirements. Vegetation can also be used to protect buildings from the cooling effects of winter winds.

There are four general options the City of Corcoran may utilize to encourage energy conservation. First, the City can influence land use and infrastructure patterns. Second, the City can provide educational material for energy conservation. Third, the City can provide incentives to encourage energy conservation. Finally, the City can adopt regulations requiring energy conservation. Regulations can take a variety of forms and reflect varying degrees of stringency.

## **HISTORIC & CULTURAL RESOURCES**

The City of Corcoran contains physical links with its historic past. Older buildings are a reminder of the City's heritage and its place in the development of the Central Valley and the State.

### **Historic Preservation**

Historic preservation is the identification and protection of sites and structures with architectural, historical, archaeological, or cultural significance. Historical sites and landmarks are unique reminders of the social, economic and political history of an area and their preservation has many benefits. The economic benefits of historic preservation are many and include: (1) tourism; (2) an increase in rental and resale value of property; (3) lower replacement costs by recycling older buildings; and (4) increased tax revenues. Historic preservation can also be considered a reinvestment in a neighborhood to stop its decline and reverse its downward spiral. The reuse of vacant or abandoned buildings and the reuse of existing infrastructure has evolved into a viable approach to revitalizing neighborhoods.

### **Historical Landmarks**

Historic landmarks are buildings or other structures which are significant due to their style of architecture, their builders or inhabitants, their age, or other culturally unique features that they may exhibit.

Federal and state historic preservation agencies do not list any historic landmarks in the Planning Area.

### **Archaeological Sites**

Archaeological sites can yield information about the historic and prehistoric activities of humans, evidence of earlier cultures that once inhabited an area, and sites having spiritual or cultural significance to Native Americans. These sites, unlike other types of historic resources, should not be publicized due to the potential for vandalism. Archaeologists recommend that such sites be left untouched until competent, professional research can be done. Site locations should be filed with the appropriate local archaeological society or institution, and locations should be revealed only to qualified researchers or when projects may threaten the integrity of a site.

According to the Central California Information Center at California State University, Bakersfield, there are no recorded archaeological sites in the Corcoran Planning Area, but there are some sites within one mile of the City. Due to the threat of discovery and vandalism published listing of sites is not recommended. A standard condition of environmental review or development permit, is that if potential archaeological sites are discovered, all work on the project shall be stopped immediately, and a qualified archaeologist retained to evaluate the site and

prepare a report. Only after the site has been evaluated, and appropriate agencies have made findings and recommendations, will work be allowed to continue.

## **RECREATION**

Meeting the recreational needs of the current and projected population of Corcoran is the responsibility of the public, private, and nonprofit sectors. The public sector (city, county, and schools) typically address recreational needs through public parks and playgrounds with various facilities (e.g., play ground equipment, ball fields and courts, swimming pools, passive play and picnic areas) and through a variety of organized recreational programs, instructional programs and special events conducted at neighborhood and community centers. The City's Public Works Department is responsible for maintenance of two City parks (John Maroot and Father Wyatt), and the Corcoran Community Foundation maintains Burnham Smith Park. The City works with the YMCA and the Corcoran Community Foundation to provide recreation activities and facilities. The School District also cooperates with the City by providing open space and play areas for public use and by allowing use of indoor facilities. Kings County does not directly participate in park and recreation activities.

The private sector addresses recreational demand through the development of bowling alleys, roller skating rinks, movie theaters, private recreation and swimming pool associations, arcade centers and a variety of other businesses serving the leisure demand. The demand for major land intensive recreation activities, such as golf courses, could be addressed by either the public or private sector. Development of private golf courses are typically associated with integral housing development projects. Diminishing fiscal opportunities for most cities has precluded consideration of public financing for golf course development.

### **Existing Park & Recreation Facilities**

The City currently owns and operates two parks (John Maroot and Father Wyatt), and one pool. The City's Public Works Department is responsible for maintenance of two City parks (John Maroot and Father Wyatt) and the Corcoran Community Foundation maintains Burnham Smith Park and James G. Boswell II Complex. The City maintains only the parking lots of the James G. Boswell II Community Park. Maintenance of the rest of the facility is contracted out to the Corcoran Community Foundation. The City works with the YMCA and the Corcoran Community Foundation to provide recreation activities and facilities at James G. Boswell II Community Park. The CJUSD also provides open space and play areas for public use and by allowing use of indoor facilities. Cesar Chavez Park (formally Mark Twain Park) is jointly operated between the City and the CJUSD. Located next to Mark Twain Elementary School, the park is maintained by the District with improvements provided by the City as needed.

Park sites contain various types of facilities which are based on the needs of the residents served by the park, park size and geographic characteristics. Picnic areas

and playground equipment are usually deemed essential for a park to serve the surrounding neighborhood. Specialized recreational facilities (e.g., tennis courts, swimming pool, ball fields, private fitness center) also exist.

There is approximately 48 acres of existing parks in the City. CJUSD has approximately 44 acres of additional play fields open space and indoor facilities which are available for public use. Between the City and the District, there is a total of approximately 92 acres of parkland in the City. Facilities at each park vary, depending on size of facility, location and community demands. Existing parkland and school open space is shown in Table OCR-1, with a brief description of facilities. Figure OCR-1 is a map of existing and future parks and open space in the Planning Area.

### **Kings County Park Facilities**

The closest Kings County Park, Hickey Park, is 24 miles north of the Planning Area.

### **State and Federal Facilities**

There are no State or Federal Facilities near the Planning Area.

### **Public School Facilities**

The CJUSD makes considerable contributions to community recreation needs through use of on-site facilities and programs for adult education, athletics, and social and cultural activities. School playground equipment, ball fields, play courts and open grass areas meet some community and neighborhood recreational needs in nearly all areas of the City. The school facilities most often used for recreation are play fields and various ball courts (i.e., basketball, tennis, volleyball). Indoor facilities such as gymnasiums and multi-purpose rooms are also used, but are typically only available for organized activities. CJUHS facilities include a football stadium, lighted baseball fields, playing fields, tennis courts, and two gymnasiums. The three elementary schools in Corcoran also provide neighborhood park level recreation facilities to the community. Facilities include paved areas for court games, playground equipment, turf areas for free play, softball diamonds, fenced tot-lots, and a multi-purpose room at John Muir Middle School.

### **Park Standards**

To effectively meet the needs of the community, park standards for City parks are proposed. The City has established a standard of two (2) acres of parkland for every 1,000 residents. This standard is consistent with the recommended park standards of the League of California Cities and National Park and Recreation

**Table OCR-1**  
**Corcoran General Plan**  
**Existing Parks & School Open Space Inventory**

Park/School Name	Acres	Facilities
<b>Parks</b>		
Burnham Smith Park	0.7	BBQ grill, open play area, picnic tables, play ground
John Maroot Park	2.4	BBQ grill, picnic tables, benches, open play areas, play ground,
Father Wyatt Park	1.0	BBQ grill, picnic tables, play equipment. play ground, softball field
Cesar Chavez	0.8	benches, open play area, playground
James G. Boswell II	45.0	amphitheater, baseball field, basketball, benches, jogging/walking path, open play area, picnic tables, softball field, tennis courts
<b>Subtotal</b>	<b>49.9</b>	
<b>Schools</b>		
Corcoran Joint Unified High School	18.2	football field, lighted baseball field, play fields, tennis courts, track, 2 gymnasiums
John Muir Junior High School	8.1	paved areas, playground equipment, turf areas, 4 softball diamonds, (gymnasium in next 2 years)
Fremont Elementary School	3.9	paved areas, playground equipment, turf areas, softball diamonds, fenced tot-lots
Brett Harte Elementary School	3.9	paved areas, playground equipment, turf areas, softball diamonds, fenced tot-lots
Mark Twain Elementary	10.0	paved areas, playground equipment, turf areas, softball diamonds, fenced tot-lots
<b>Subtotal</b>	<b>44.0</b>	
<b>TOTAL</b>	<b>91.9</b>	

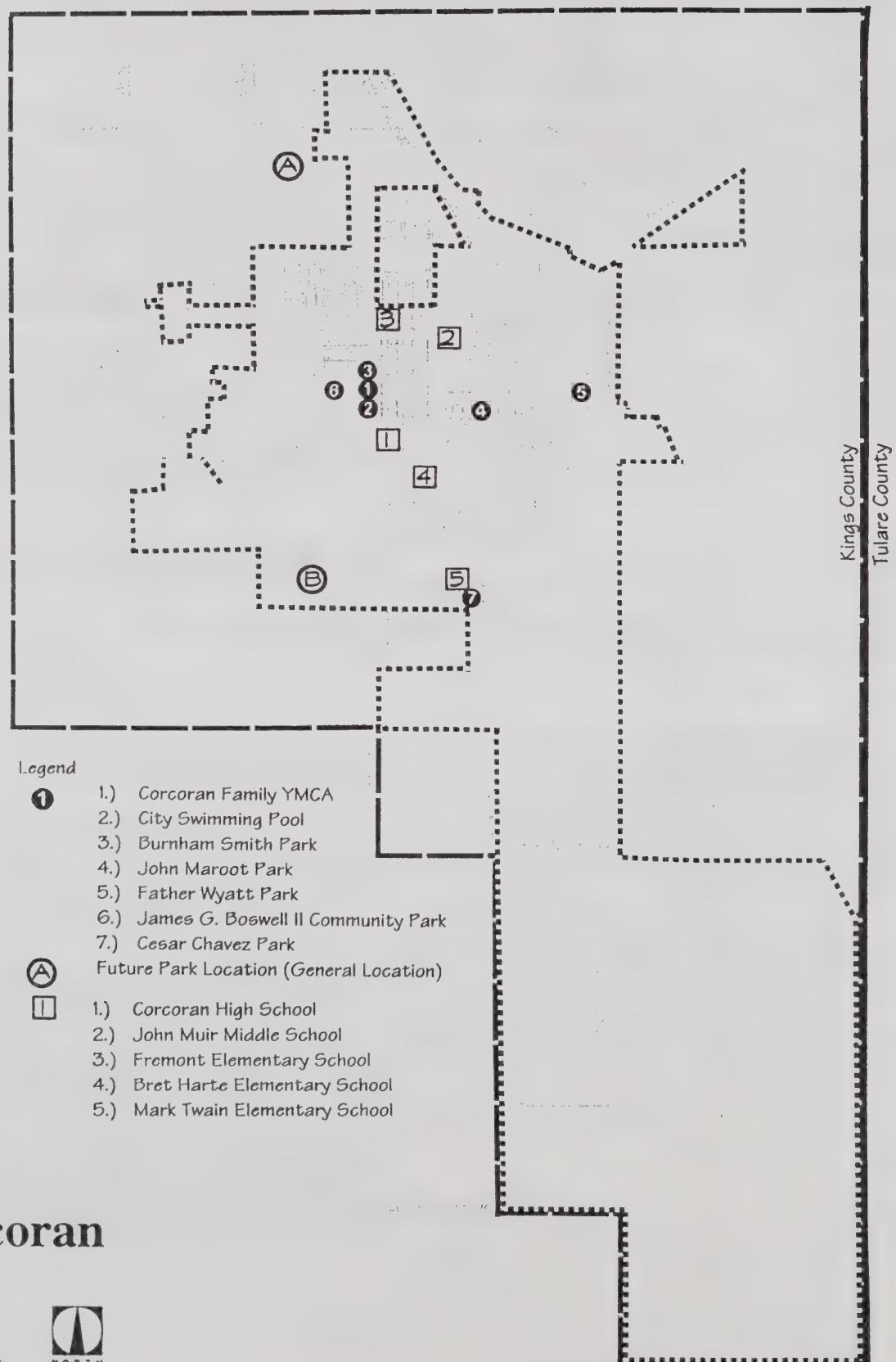


Figure OCR-1: Existing and Future Parks

Association. In addition to the per capita parkland standards, standards for park location and service area definitions are also provided.

The service area definitions for the City of Corcoran are: Community Parks should be five (5) to fifty (50) acres, serve the entire city or a group of neighborhoods and have a two (2) mile service radius. Neighborhood Parks are two (2) to five (5) acres, serve a neighborhood and have a 1/2 mile service radius. Play Lots are 2,500 - 12,500 square feet and have a 1/4 mile service radius.

Using the above capita standard and with a current population of 9,664, the City should have approximately 19 acres of parkland. Currently, the City has approximately 48 acres of parkland, which exceeds the standard by 29 acres. In addition to City facilities, there are approximately 44 acres of school open space facilities which may be used by the public where school district policy allows. The combined City and school district open space is 92 acres.

#### **Future Park Needs Based on Population**

The acreage needs and public park land ratios may be adjusted to account for on-site private recreational facilities, extended landscaping or pedestrian walkways, and other development amenities. Based solely on the two (2) acre per 1,000 population standard, the remaining 29 acres of existing parkland should be adequate to accommodate a population of 14,442 which is projected through 2020.

Although there is enough parkland to accommodate the projected population increase, the location of parks is a potential problem when the service area definitions are applied. In most cases, residential development in the north and south of the City will be too far from the parks to meet the standards, especially neighborhood parks and playlots. The community park standard is clearly met by the James G. Boswell II Community Park.

Major new residential development north of Orange Avenue and south of Bainum Avenue should be accompanied by new neighborhood parks. Infill development otherwise should be required to address the facility expansion needs at existing parks within their service area. Growth in these service areas was estimated and deducted from existing population and infill growth that is expected to occur within the service area of the existing parks. The park area demand generated by the new population growth inside the proposed service areas of the new parks was calculated and new park acreage proposed based on those numbers. The General Plan proposes to add a total of 17 acres of parkland in the north and south areas of the City, for a grand total of 65 acres of parkland.

To help with the acquisition of new parks, the City may require park dedication or in lieu fees from developers as a part of major new subdivisions especially in areas where distance to existing parks exceeds the distance standard. In addition, the City may require dedications or in lieu fees from developers for improvements to

Table OCR-2 Corcoran General Plan Parkland Need for Projected Population Growth						
Year	Population	Increase	Existing Parkland	Inside Service Area of Existing Parks	Outside Service Area of Existing Parks	Acres of New Parks to Meet Service Demand
1995	9,664		48.0			0 <sup>1</sup>
2000	12,467	2,803		2,803		0 <sup>2</sup>
2005	14,417	4,753		3,000	1,753	1.5
2010	16,703	7,039		3,200	3,839	7.7
2015	19,380	9,716		3,800	5,916	11.8
2020	22,520	12,856		4,400	8,456	16.9
<b>Total Acres Needed for Projected Growth</b>						<b>16.9</b>
<b>Acres Needed at Buildout of General Plan</b>		<b>14,442</b>		<b>5,000</b>	<b>9,442</b>	<b>18.8</b>

<sup>1</sup>Existing parkland exceeds 2.0 acres/1,000 people.

<sup>2</sup>Based on 2.0 acres of parkland per 1,000 people.

existing facilities to off-set greater recreation demands on those facilities from new population growth. Such improvements may include the addition of new play areas, hardcourt areas, lighting, community buildings and the like.

### Future Park Locations

At the General Plan level of land use detail, it is almost impossible to fix the exact location of future parks. The City desires to maintain flexibility in the design and development of parks, as well as to encourage innovative development designs from residential developers. It is the City's intention to locate parks in concert with new school locations to achieve greatest benefit with public funds. Cooperative agreements with CJUSD should be pursued because they are beneficial and provide flexibility in how public land is used, developed, and maintained. The locations shown for future parks are conceptual and indicative of a future park location based on major streets, transportation facilities, and surrounding land uses. The general location map, Figure OCR-1, is meant to show an approximate

location for future park facilities in the overall context of the General Plan Land Use Map. Parks should be located in the general vicinity shown on this map.

Access and security are the two most important considerations in placement of parkland. Parks should be easy to walk to, not require small children to cross arterials, railroads, or other obstacles. (Please refer to the standards outlined above for park location and service area.) The design of the park should limit backup lots, and encourage new development to face the park. While this may increase development costs of the park through the need of more sidewalks and roadways, this cost is offset by greater security. Public safety officials should be able to see into the park easily from the street.

### **Future Park Facilities**

There should be a variety of parks such as neighborhood parks associated with schools and smaller play lots for children that live far from school facilities. The size and location of the parks will also depend on timing of development and location of other City and School District facilities. Larger parks are intended for more adult-oriented and organized sport activity. As such, adequate vehicle access and parking should be provided. Improvements to existing facilities should also be considered. James G. Boswell II Park is considered the City's Community Park and it is the intention of the City that this park remain the City's sole Community Park.

### **GOAL**

The general goal of the Open Space, Conservation, and Recreation Element is to:

- Designate, conserve and protect open space, peripheral agricultural areas, recreational, and historic/cultural resources in the Corcoran Planning Area for current and future residents of the City.**

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### **Open Space *Objectives Policies & Programs***

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#### **OBJECTIVE OCR 1 (AQ)**

Guide urban development toward vacant or underutilized land within the urbanized area of the City or unincorporated fringe and direct new growth toward contiguous lands to protect from premature urban development of agricultural lands and other open spaces used for the managed production of resources.

#### **POLICY OCR 1.1 (AQ)**

Existing agricultural areas shall be retained in agricultural use until the time that such areas are needed for logical urban expansion.

**PROGRAM OCR 1.1-A**

*The City may consider annexing Williamson Act lands if such annexation is necessary to provide for the logical urban development and the provision of municipal services.*

**PROGRAM OCR 1.1-B (AQ)**

*The City has included, in the Land Use Element, an Agricultural designation and has provided definitions which allow for the continued use of land as agriculture.*

**PROGRAM OCR 1.1-C**

*The City shall prepare and adopt a set of policies that govern the cancellation of Williamson Act contracts, and define the circumstances that the City would be willing to succeed to an active contract.*

**OBJECTIVE OCR 2**

**Maximize public open space with minimum management.**

**POLICY OCR 2.1**

Open Space dedications shall provide a plan for funding to ensure that financing for long-term maintenance is provided.

**POLICY OCR 2.2**

Ownership and management responsibility of public open space shall be assigned to the agency/organization best suited to meeting this responsibility.

**POLICY OCR 2.3**

Adequate security of open space shall be provided to ensure that applicable laws and regulations are enforced.

**OBJECTIVE OCR 3**

**Maximize open space through appropriate acquisition mechanisms.**

**POLICY OCR 3.1**

All future development of residential subdivisions, including all Area Plans shall include appropriate mechanisms for acquisition, improvement, and maintenance of open space.

**POLICY OCR 3.2**

An equitable balance shall be sought between development density and open space preservation.

**PROGRAM OCR 3.2-A**

*The City may require participation, directly or indirectly in the acquisition of land for the disposal of treated wastewater or storm drainage outside of the Corcoran Planning Area. Such programs may be used as credit for the long-term preservation of agricultural or open space lands.*

**PROGRAM OCR 3.2-B**

*Require dedication of appropriate open space land as a condition of approval for proposed residential development projects.*

**OBJECTIVE OCR 4**

Encourage the use of landscaped open space as a buffer between potentially non-compatible land uses.

**POLICY OCR 4.1**

Provide for open space and landscaping along freeway and State Highways right-of-way to present an attractive entry to the City of Corcoran.

**PROGRAM OCR 4.1-A**

*Encourage landscaping along the entrance to the City on Highway 43.*

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**Vegetation & Wildlife**

*Objectives, Policies & Programs*

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**OBJECTIVE OCR 5 (AQ)**

Encourage the provision of open space areas throughout the Planning Area through the joint use of other public facilities and/or rights-of-ways.

**POLICY OCR 5.1**

Promote the preservation of existing mature trees and encourage the planting of appropriate street and shade trees in all new developments.

**PROGRAM OCR 5.1-A**

*Maintain standards that provide for the planting of street and shade trees in new residential and commercial developments.*

**POLICY OCR 5.2**

Where possible, public facilities should be designed with multiple uses. Such projects may include landscaped drainage areas along Highway 43 or use of parks as shallow drainage basins.

**OBJECTIVE OCR 6**

Protect potential wetland communities, related riparian areas and special-status species habitats as valuable resources.

**POLICY OCR 6.1**

The City shall support the "no-net-loss" wetland policies of the US Army Corps of Engineers, the US Fish and Wildlife Services, and the California Department of Fish and Game. Coordination with these agencies at all levels of project review shall continue to ensure that appropriate mitigation measures and the concerns of these agencies are adequately addressed.

**PROGRAM OCR 6.1-A**

*The City shall require new development affecting potential wetland habitat to fully mitigate wetland loss in both regulated and non-regulated wetlands to achieve "no-net-loss" through any combination of avoidance, minimization, or compensation.*

**PROGRAM OCR 6.1-B**

*In any potential wetland areas all public utilities and facilities should be located and constructed to minimize or avoid wetland resources.*

**POLICY 6.2**

Protect special-species habitats and related areas as valuable resources.

**PROGRAM OCR 6.2-A**

*A biotic analysis shall be required for projects associated with implementation of the Draft General Plan that are on property that are known or are in the general vicinity of sensitive habitats or habitats that could potentially support special status species.*

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**Water Resources**

*Objectives Policies & Programs*

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**OBJECTIVE OCR 7**

Promote the conservation of water within the Corcoran community.

**POLICY OCR 7.1**

Encourage creation of an ordinance within the Corcoran Municipal Code which promotes water conservation.

**PROGRAM OCR 7.1-A**

*Encourage water use limitations that could be enacted by the City Council in the event of severe drought. Measures could include, but are not limited to, the following:*

1. *Limit all domestic outdoor water usage to designated days;*
2. *Limitations on all auto washing by individuals, auto dealerships, and private and charitable car washes;*
3. *Prohibit domestic irrigation during daylight hours; and*
4. *Designate specific types of landscape irrigation to be discontinued.*

**POLICY OCR 7.2**

Minimize usage of water for landscape irrigation by requiring new and rehabilitated landscapes to be water conserving.

**PROGRAM OCR 7.2-A**

*Establish standards for landscape review which include drought resistant plants and sprinkler/irrigation criteria.*

**PROGRAM OCR 7.2-B**

*Apply conservation requirement to all landscapes within industrial, commercial, institutional, multi-family residential common areas, model homes and developer landscaped areas.*

**PROGRAM OCR 7.2-C**

*Require projects to submit planting plans, irrigation plans, irrigation schedules and water use estimates for City approval prior to issuance of building permits.*

**POLICY OCR 7.3**

Large scale industrial water users are required to develop internal water recycling programs during plan development and review processes.

**POLICY OCR 7.4**

All residential, commercial, and industrial remodeling or renovation projects shall be required to install domestic water conserving devices.

**POLICY OCR 7.5**

Large scale users of water for irrigation (schools, hospitals, etc.) should use water during off-peak hours.

**POLICY OCR 7.6**

Long term water supply should be adequate to meet the needs of future growth in the City.

**PROGRAM OCR 7.6-A**

*Water management plan should be adopted and implemented by the City.*

**POLICY OCR 7.7**

New development must provide documentation regarding water supply and availability for the development.

**PROGRAM OCR 7.7-A**

*City shall incorporate water supply and availability documentation requirements in the development review process.*

**OBJECTIVE OCR 8**

Ensure adequate groundwater reserves are maintained for present and future domestic, commercial, and industrial uses.

**POLICY OCR 8.1**

The potential for joint agency cooperation in developing groundwater recharge projects in the San Joaquin water basin should be explored. New water projects

## *Open Space, Conservation & Recreation*

planned by the state or federal government should not reduce the amount of water which is recharged for use in the Planning Area.

### ***PROGRAM OCR 8.1-A***

*The City shall pursue joint agreements with local irrigation and levee districts.*

## **OBJECTIVE OCR 9**

Ensure groundwater quality is maintained at a satisfactory level for domestic water consumption.

### **POLICY OCR 9.1**

Avoid degradation of groundwater reserves by domestic and industrial land uses.

### ***PROGRAM OCR 9.1-A***

*Seek to connect unincorporated development within the urban fringe to the wastewater collection and treatment network at the earliest possible time.*

### ***PROGRAM OCR 9.1-B***

*Require proponents of industrial-oriented projects to submit proposals for water use. Encourage the reuse of water within industrial systems.*

### ***PROGRAM OCR 9.1-C***

*Require NPDES compliance for all new development which may be regulated by that program.*

### **POLICY 9.2**

Promote the protection of the Planning Area and surrounding areas from flooding.

### ***PROGRAM OCR 9.2-A***

*Development within the west and southwest parts of the Planning Area shall be required to participate in financing programs developed by the City and Cross Creek Levee District to ensure that there is adequate flood protection through the construction and maintenance of facilities.*

### ***PROGRAM OCR 9.2-B***

*The City shall encourage a multi-county, regional approach to flood control issues.*

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## **Energy**

### *Objectives, Policies & Programs*

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## **OBJECTIVE OCR 10**

Conserve non-renewable energy resources and maximize the use of renewable energy resources.

**POLICY OCR 10.1**

The City shall review development projects for programs and designs which:

- Encourage more efficient use of private vehicles and increased use of mass transit and alternative transportation modes;
- Promote the retrofitting of existing buildings to be energy efficient;
- Require water conservation and energy efficiency techniques to be incorporated into the design of all development projects; and
- Support recycling activities throughout the City.

**PROGRAM OCR 10.1-A**

*The City shall adopt guidelines that encourage energy efficient development design. Possible energy efficient design techniques that could be include in the Subdivision Ordinance include: provisions for solar access; building siting to maximize natural heating and cooling; and landscaping to aid passive cooling and the protection from winter winds.*

**PROGRAM OCR 10.1-B**

*When appropriate and cost effective for customers, the City will provide through KWR programs for recycling as part of the regular waste collection program.*

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**Historic/Cultural Resources**

*Objectives, Policies & Programs*

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**OBJECTIVE OCR 11**

**Preserve and establish cultural and historic resources.**

**POLICY OCR 11.1**

Require archaeological studies by a certified archeologist in areas of suspected archeological significance prior to approval of development projects.

**PROGRAM OCR 11.1-A**

*Consult with the Central California Information Center at California State University, Bakersfield on any project that could have an impact on cultural resources.*

**PROGRAM OCR 11.1-B**

*Avoid impacts on cultural resources when archeological studies reveal the presence of cultural resources at a development site. If avoidance is infeasible, require site testing by a qualified archeologist to determine the*

## *Open Space, Conservation & Recreation*

*significance of the resources, and implement recommended mitigation measures.*

### ***PROGRAM OCR 11.1-C***

*Halt construction at a development site if cultural resources are encountered unexpectedly during construction and require consultation with a qualified archeologist to determine the significance of the resources.*

### **POLICY OCR 11.2**

Promote the preservation and restoration of historical sites and structures within the General Plan Area that are significant to the City's or the region's cultural or historic background.

### ***PROGRAM OCR 11.2-A***

*Identify possible historic structures within the General Plan Area and, where appropriate, promote the inclusion of these structures on the State's Inventory of Historic Sites and the National Register of Historic Places. Work with property owners in seeking registration of historical structures as State Historic Landmarks or listing on the National Register of Historic Places.*

### ***PROGRAM OCR 11.2-B***

*Promote private and/or nonprofit protection of historic resources.*

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## **Recreation**

### *Objectives, Policies & Programs*

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## **OBJECTIVE OCR 12**

Maximize public value from open space for recreational uses.

### **POLICY OCR 12.1**

The City shall actively pursue and use public and private funding sources that become available for land acquisition, facility construction, program development and maintenance of park and open space areas.

### ***PROGRAM OCR 12.1-A***

*Where a project involves potential open space, natural resource reserves, or recreational lands of interest to more than one entity, the City shall work cooperatively with the other involved agencies.*

### ***PROGRAM OCR 12.1-B***

*To the extent feasible, large storm drainage facilities shall be designed to accommodate community open space use. To the extent these facilities are sized to accommodate storm water that area shall not be considered in the amount of land available for public recreation.*

**PROGRAM OCR 12.1-C**

*Where drainage areas are small, parks may be used as stormwater drainage facilities.*

**POLICY OCR 12.2**

New large subdivision developments shall provide parks (or pay in lieu fees) in or near new developments to ensure that there is sufficient parkland for the new residents which generally meet the City standard for a convenient distance from the new residential development. Smaller, infill developments, shall provide additional facilities or upgrade facilities at existing parks to offset their fair share of recreational services for new residents.

**PROGRAM OCR 12.2-A**

*The City shall work to identify and promote potential shared arrangements (including maintenance agreements) with the Corcoran Joint Unified School District for owning, improving, and managing open space/conservation/recreational areas of mutual benefit and interest.*

**POLICY OCR 12.3**

The City shall adopt an ordinance to require dedication of land or the payment of in-lieu fees to develop land for neighborhood parks and recreation use as new areas are subdivided as a part of the development approval process.

**PROGRAM OCR 12.3-A**

*Adopt an ordinance that includes definite standards for determining the proportion of a subdivision to be dedicated and the amount of any in-lieu fee and conforms to the standards set forth in the Subdivision Map Act, Section 66477.*

**PROGRAM OCR 12.3-B**

*Developers required to dedicate land to the City for parks purposes shall provide necessary improvements prior to dedication to minimize wind and rain erosion of the on-site soils, and avoid the creation of dust on the land and meet standard street improvements fronting on the land dedicated.*

**OBJECTIVE OCR 13**

Develop public park lands at the local and community levels to meet the recreational needs of current and future residents of Corcoran. The general locations of future parks is shown on Figure OCR-1.

**POLICY OCR 13.1**

The location of future parks on Figure OCR-1 are meant to be indicative of desired service areas and not specific locations. The City intends to maintain flexibility in the location of the parks and to encourage innovative park and development design for the benefit of residents.

**POLICY OCR 13.2**

Create and implement a Parks Master Plan.

**PROGRAM OCR 13.2-A**

*Establish parks at a ratio of two (2) acres of parkland per 1,000 residents.*

**PROGRAM OCR 13.2-B**

*Parks shall be of an efficient size for operation and maintenance, generally between three (3) and five (5) acres.*

**PROGRAM OCR 13.2-C**

*Parks should be planned as an integral part of neighborhoods, located away from major arterial streets, and linked with school and community corridors serving residential neighborhoods within a one-quarter (1/4) mile service radius.*

**PROGRAM OCR 13.2-D**

*Parks shall be designed to promote a safe and clean environment for recreation, and not significantly disruptive to adjoining or nearby uses. The City will encourage development to avoid common rear and side yard property lines with residential uses. Design of the park shall allow visibility from the road.*

**PROGRAM OCR 13.2-E**

*Whenever possible, parks shall be developed in conjunction with other non-conflicting uses such as schools, nonprofit organization facilities, storm drainage basins, water recharge, water production and noise attenuation buffers.*

**OBJECTIVE OCR 14**

**Ensure adequate private recreational facilities for residential projects.**

**POLICY OCR 14.1**

Private recreational facilities shall be encouraged in multi-family residential developments of over five (5) units in size, in order to meet a portion of the open space and recreation needs generated by that development.

**POLICY OCR 14.2**

Private recreational facilities shall be encouraged in residential planned developments of over one (1) acre in size, in order to meet a portion of the open space and recreation needs generated by that development.

*[End of Open Space, Conservation & Recreation Element]*

<sup>1</sup>Kings County Annual Crop Report, 1994.

## HOUSING SUMMARY

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### INTRODUCTION

This Element of the General Plan summarizes the Kings County Housing Element prepared by the Kings County Regional Planning Agency which was adopted by the City of Corcoran. No substantive changes were made to the policies. Some text changes were made for clarification. Only those portions of the 1992 King's County Housing Element that directly address Corcoran are included. Population figures and projections in this element may conflict with the rest of the General Plan because they are based on older data and calculated by the County.

### HOUSING AFFORDABILITY AND PROJECTED HOUSING NEEDS

One of the primary purposes of the Housing Element is to calculate the City's degree of need for more affordable housing and to propose a five year action program to meet this need. The policies and goals at the end of this section are taken from the 1992 Kings County Housing Element's Five-year Action Plan.

In order to establish the level of affordability, an analysis of household income levels and their relationship to prevailing housing costs should occur. Income groups are defined in Table HSN-1.

**Table HSN-1**  
Corcoran General Plan  
Income Levels<sup>1</sup>

Income Level	Definition	Income	Percent
Very Low	Less than 50% of the City's median income.	< \$10,779	21.1%
Low	Between 50% and 80% of the City's median income.	\$10,779 - \$17,246	16.1%
Moderate	Between 80% and 120% of the City's median income.	\$17,246 - \$25,869	22.8%
Above Moderate	Above 120% of City's median income.	> \$25,869	40.0%
Median	Income level at which as many income levels are lower as are higher among a given number of households.	\$21,558	

*Source: Kings County Housing Element*

<sup>1</sup>Based on 1990 US Census.

## Housing Summary

Households that pay more than 25 percent of their gross income for housing are not living in "affordable housing". Based on the 1991 median monthly rent of \$294, more than half of low income residents are paying more than 25 percent of their monthly gross income on rent and all of the very low income residents are paying more than 25 percent of their gross income on rent.

Table HSN-2 indicates the allocation of housing by income level in the City between 1992 and 1997 as determined by the 1992 Kings County Housing Element.

**Table HSN-2**  
Corcoran General Plan  
**Estimated Housing Units Needed**  
**1992 - 1997**

	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Total
Corcoran	188	149	188	259	784

*Source: Kings County Housing Element*

Information in the Housing Element is based upon the results of the 1990 census and California DOF population projections. The DOF projects that between 1990 and 2000, the County is expected to grow by about 2.1 percent, or 2,000 persons annually. This is a population increase from 101,469 in 1990 to an estimated 124,300 persons in 2000. The County's projected 2005 population of 134,900 assumes a slower 1.7 percent countywide growth rate after 2000. (See City and County comparisons in the 1992 Kings County Housing Element.)

The total number of households countywide is expected to increase from 29,082 in 1990 to 35,924 by 1997. This is due in part to an expected decrease in the size of each household. According to DOF projections, the average household in Kings County is expected to drop slightly from 3.08 in 1990 to 3.0 in 2005. This is due to an expected increase in the elderly population, more single residents, a projected drop in the birth rate, a continuing trend toward later marriage, and a stable divorce rate in the County. Household projections are based on an annual removal rate of .0027 percent, a vacant not for sale rate of 4.00 percent, and a homeownership rate of 58 percent. A removal rate is the rate at which houses are removed from the housing stock through demolition. A vacant not for sale rate is the rate at which homes are vacant, but not on the market for sale, therefore having the potential to become dilapidated.

Table HSN-3 indicates the City's household projections by income group. The figures are based on the Regional Housing Needs Plan (RHNP) which used 1980 U.S. Census income group percentages.

Table HSN-4 provides income group percentages and housing units needed for each income level in the City of Corcoran. The numbers are based on Market Areas defined in the 1990 U.S. Census and used in the Kings County Housing Element.

**Table HSN-3**  
 Corcoran General Plan  
**Household Projections by Income Group**

Income Group	Existing Households (1990)		Additional Households (1990 - 1997)		Total Households (1997)	
	#	%	#	%	#	%
Very Low	608	24.0	178	24.0	786	24.0
Low	481	19.0	141	19.0	622	19.0
Moderate	608	24.0	178	24.0	786	24.0
Above Moderate	836	33.0	245	33.0	1,081	33.0
<b>Total</b>	<b>2,533</b>	<b>100.0</b>	<b>742</b>	<b>100.0</b>	<b>3,275</b>	<b>100.0</b>

Source: Kings County Housing Element

**Table HSN-4**  
 Corcoran General Plan  
**Projected Household Income Groups and  
 Housing Unit Needs**

	Existing Housing Units (1990)		Additional Housing Units (1990 - 1997)		Total Housing Units (1997)	
	#	%	#	%	#	%
Very Low	724	21.1	165	21.1	889	21.1
Low	552	16.1	126	16.1	678	16.1
Moderate	782	22.8	179	22.8	961	22.8
Above Moderate	1,372	40.0	314	40.0	1,686	40.0
<b>Total</b>	<b>3,430</b>	<b>100.0</b>	<b>784</b>	<b>100.0</b>	<b>4,214</b>	<b>100.0</b>

Source: Kings County Housing Element

## AVAILABLE LAND INVENTORY

Development of vacant land within the City's jurisdiction is encouraged to protect agricultural lands on the fringe, provide greater utilization of existing infrastructure, and for infill development. In order to encourage development of vacant parcels, the City will consider amending its policies to permit higher densities, given certain locational criteria, and where development will not have significant adverse impacts upon adjacent properties. Such criteria may include properties that are contiguous to higher density or

## *Housing Summary*

other intensive non-residential development, or properties which have a size and shape that may make it difficult to be developed in a manner similar to other surrounding properties. Currently, there are 302 acres of vacant land zoned residential in the City limits that could be used for infill development.

Acres outside the City limits are also available for housing development through annexation. As outlined in the Land Use Element, the City is considering the annexation of over 786 acres for new residential development. New affordable housing development inside the City limits, as well as on the fringe, are encouraged by the City.

## **AREA PLANS**

Along with the updated General Plan, the City is preparing the Corcoran Area Plan which focuses on residential and commercial development in unincorporated fringe areas to the west and at the entryway to the City on the east. The Area Plan provides for an urban design layout to achieve reasonable densities for residential development and defines a commercial and business design at the entryway. (The Corcoran Area Plan is shown in Figure LU-1, Corcoran General Plan Land Use Map at the end of the document, and in Figure LU-4 in the Land Use Element.)

The City also has adopted a Redevelopment Project Plan (see Figure LU-3 in the Land Use Element). One of the primary goals of redevelopment is to improve and increase the amount of low and moderate income housing in the project area and throughout the City as a whole. Housing development within the redevelopment plan can count towards the amount of housing needed as determined by the Housing Element, as well as provide unique opportunities and innovative design or density considerations.

## **DWELLING CAPACITY**

State law requires that zoning be consistent with adopted General Plans. The County's undeveloped and redevelopable lands have been zoned in accordance with the present land use plan and development potential may be determined based upon the maximum allowable density of each zoning district. It is more difficult to specify the development potential of fringe area land where county agricultural zoning is in place. However, for planning purposes, future development may be estimated for the residential reserve areas based on average density. Most multiple family projects submitted to the County are referred to the various cities in the County for annexation. As a result, any new units in the fringe area of a city will be counted towards the city's total housing need as identified in the RHNP.

Table HSN-5 indicates potential unit buildout of housing, based on the 1997 General Plan Update. Table HSN-5 indicates residential land use designations for vacant land in the City limits and outside City limits (fringe) within the Planning Area. The California Department of Housing and Community Development and the Kings County Housing Element assume that low income housing is provided by medium and high density residential development. The amount of land designated for medium and high density residential use in the General Plan is sufficient to provide for the estimated 784 units of

new housing needed in the City, as determined by the RHNP. Specifically, there are 78 acres of vacant land designated high and medium density in the City limits and 66 acres of land designated high and medium density in the fringe. There is a total of 144 acres of vacant land designated for high or medium density development which will support 1,610 units.

Although essential to meeting housing needs, the provision of a sufficient number of dwelling units will not in itself ensure that the entire population will be adequately housed. A large segment of the City's population are in the very low income category. As housing costs have risen in recent years, many of these households have been forced to apply excessive amounts of their budgets to housing costs. In order to remain in the house of their choice some residents, such as the elderly, pay such a large portion of their income toward housing that they are unable to purchase other basic living necessities. In the case of the large family, lack of sufficient income usually restricts housing choice to the least expensive dwelling, which is usually inadequate for their needs and frequently deficient in quality and size.

To help ensure the availability of affordable housing, the City will monitor vacant land designated as residential each year to maintain a five year supply of land for housing. This ensures that one or two developers or land owners do not own all of the residentially developable land and therefore could decrease competition and increase housing prices.

## MANUFACTURED HOUSING

Manufactured housing is considered an important housing alternative, especially as related to serving the needs of low-income households. State law requires that manufactured housing be permitted on permanent foundation systems on all single-family zoned lots, so long as the unit is no more than ten years old on the date of application, and meets federal and optional local standards specified in State Government Code Section 65852.3. (A locality may exempt from this provision any place, building, structure, or other object listed on the National Register of Historic Places.) Section 65852.3 specified that local governments may impose architectural requirements on the manufactured home itself which are limited to roof overhang, roofing material, and siding material, so long as the requirements, or any other lot development standards imposed on the manufactured home installation, do not exceed those required for a conventional home on the same lot. Section 65852.4 was added to the State Government Code to specify that localities may not require any administrative permit, planning, or development process or requirement for applications to install a manufactured home on a foundation system on a single-family lot unless the requirements are identical to those which would be imposed on a conventional home on the same lot.

Other important issues related to the provision of affordable housing in Corcoran and outlined in the Objectives, Policies and Programs section may not be mentioned in the above summary. For a more detailed discussion of special needs, overcrowding, vacant units, housing quality, specific demographic information, development constraints, etc., refer to the 1992 Kings County Housing Element. A list and description of funding programs are also included in the County Housing Element.

**Table HSN-5**  
 Corcoran General Plan  
**Potential Unit Buildout**  
**Vacant Land City of Corcoran and Fringe**

Density	Vacant Land in City		Vacant Land in Fringe		Totals	
	Residential Acres <sup>1</sup>	Units <sup>2</sup>	Residential Acres <sup>1</sup>	Units <sup>2</sup>	Total Units <sup>2</sup>	Total HD/MD
VLD - Very Low	0	0	237	474	474	
LD - Low	224	1,008	483	2,174	3,182	
MD - Medium	72	720	38	380	1,100	1,100
HD - High	6	90	28	420	510	510
<b>Total</b>	<b>302</b>	<b>1,818</b>	<b>786</b>	<b>3,448</b>	<b>5,266</b>	<b>1,610</b>
New Units Needed by 1997 <sup>3</sup>		641		143	784	

<sup>1</sup>Based on 1996 General Plan Update buildout and land use projections for all residential types.

<sup>2</sup>Units based on typical unit buildout scenarios as outlined in Land Use Element: High Density is 15 units/acre, Medium Density is 10 units/acre, Low Density is 4.5 units/acre, Very Low Density is 2 units/acre.

<sup>3</sup>Number of units needed determined by State Department of Housing and Community Development, as identified in the RHNP and 1992 Kings County General Plan Housing Element.

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## Housing Objectives, Policies, & Programs

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The following Goals, Policies, Objectives, Issues and Actions are taken from the 1992 Housing Element, Prepared by Kings County Regional Planning Agency and accepted by the State. Please refer to the original text for more discussion.

**Goal 1: Provision of adequate sites for housing.**

**Policy 1.0:** Corcoran will promote the use of infill for vacant land in existing developed areas of the community.

**Action 1.0-A:** Offer incentives to developers such as density bonuses and zero lot lines.

**Responsible Agency:** City of Corcoran

Source of Financing: General Funds

Objective: To encourage efficient land use.

General Plan and Zoning Ordinance have been changed to allow for incentives such as density bonuses and zero lot lines. A survey of the City's existing vacant lots has been completed and made available to interested developers.

Time Frame: Ongoing

*Action 1.0-B: Encourage the development of a coordinated long range plan with the County for annexation of urban fringe areas.*

*Aggressively support a joint policy for City and County adoption of uniform improvement standards.*

Responsible Agency: City of Corcoran and Kings County

Source of Financing: General Funds

Objective: To adopt improvement standards consistent in both fringe and incorporated territories.

City and County standards were updated in 1988 and are in line with commonly required items.

Time Frame: 1995

Policy 1.1: Allow the location of mobile homes and housing units resting on permanent foundations in designated residential areas of the city.

*Action 1.1-A: Encourage construction of additional units of manufactured housing by publishing and distributing information on the advantages of this type of housing.*

Responsible Agency: City of Corcoran

Source of Financing: City Funds

Objective: To encourage this type of housing.

Time Frame: Ongoing.

Policy 1.2: Designate additional vacant land for multi-family use.

## Housing Summary

*Action 1.2-A: Revise the General Plan land use designations to permit the development of additional units of multi-family housing in designated areas.*

Responsible Agency: City of Corcoran

Objective: Provide site for up to 60 units of multi-family housing.

Time Frame: 1995

**Policy 1.3:** *Provide consultation to developers to aid in expanding housing opportunities.*

*Action 1.3-A: Identify state and federal programs that provide funds to build new housing for low and moderate income households.*

Responsible Agency: City of Corcoran

Source of Financing: Tax Increment

Objective: Promote use of federal and state housing funds by private enterprise

Time Frame: Ongoing

**Policy 1.4:** *Solicit the participation of private developers in affordable housing programs.*

*Action 1.4-A: Promote the use of federal and state housing funds as they become available by publishing and distributing a list of housing related grant funding sources.*

Responsible Agency: City of Corcoran

Source of Financing: Tax Increment and Community Development Block Grants (CDBG)

Objective: Maintain a current file of interested private local development firms and state and federal housing-related grant funding programs.

The City will keep abreast of various state and federal housing programs and will pass this information on to developers.

Time Frame: Ongoing

*Action 1.4-B: Monitor units at risk of conversion at Whitley Gardens; prepare a plan to ensure that they are either conserved or replaced; and*

*see financing sources so that the units may be preserved for low- and moderate-income families.*

Responsible Agency: City of Corcoran

Source of Financing: Potential sources are CDBG, the Redevelopment Agency, and the Housing Authority.

Objective: The City will seek to assist in the effort to conserve and preserve units at risk for low- and moderate-income residents.

Time Frame: 1996

**Policy 1.5: Encourage the use of Planned Developments**

*Action 1.5-A: Encourage use of Planned Developments (PDs) to add flexibility to land utilization and increase potential for a variety of housing types.*

Responsible Agency: City of Corcoran

Source of Financing: General Funds

Objective: Lower consumer housing costs by offering the PD alternative to developers. The average population may be increased up to 25 percent as an incentive to developers.

Time Frame: Ongoing

**Goal 2: Increase the supply of affordable and accessible housing within the City of Corcoran.**

**Policy 2.1: Provide financial resources to supply a coordinated housing assistance program.**

*Action 2.1-A: Provide the management and personnel resources necessary to carry out identified housing programs and responsibilities.*

Responsible Agency: Community Development Department

Source of Financing: City Funds

Objective: To ensure that there is sufficient staff available to complete applications and carry out program functions.

## *Housing Summary*

*Action 2.1-B: Streamline the permit process by coordinating development requirements with those of other governmental agencies to avoid delays associated with requirements of different governmental entities.*

Responsible Agency: Community Development Department

Source of Financing: City Funds

Objective: Reduce cost and time of application process by becoming a one-stop agency.

Time Frame: Ongoing

**Policy 2.2:** Promote the development and construction of new housing units for low- and moderate-income families.

*Action 2.2-A: Use incentives such as density bonuses to reduce per-unit land costs in developments for low and moderate income families.*

Responsible Agency: City of Corcoran

Source of Financing: General funds and CDBG

Objective: To promote the development of affordable housing

Time Frame: Ongoing

**Policy 2.3:** Promote the small-scale development of units for assisted households in disbursed areas of the City.

*Action 2.3-A: Encourage developers and private agencies seeking sites for low-income housing projects to locate such units in disbursed locations throughout the City.*

Responsible Agency: City of Corcoran

Source of Financing: Tax Increment and CDBG

Objective: To increase public acceptance of low-income housing projects.

Time Frame: Ongoing

**Policy 2.4:** Encourage accessibility to housing to the targeted income population.

*Action 2.4-A: Continue to provide housing programs for the targeted income families.*

Responsible Agency: City of Corcoran

Source of Financing: Tax Increment and CDBG

Objective: To assure that the City's housing policies and decisions encompass the targeted income population's needs.

Although the vast majority of the City's housing programs have been geared towards low-income residents, such as 149 CDBG units and 100 units for the elderly, the City has also designed the Housing Assistance Program for first-time moderate-income home buyers. The Mortgage Credit Certificate program sponsored by the County is designed to assist first-time homebuyers. The City has authorized the County to include Corcoran in its program and it is expected that close to fifteen new homes will be created over the next year.

Time Frame: Ongoing

*Action 2.4-B: Pursue available California Department of Housing and Community Development (HCD) and California Housing Finance Agency (CHFA) funds, together with private developers. Provide information on these funds and assist developers in utilizing these funds to build new single-family and rental housing for low- and moderate-income households.*

Responsible Agency: Community Development Department

Objective: Reduce housing costs by providing grant funds for low interest loans to home buyers for the purchase of new housing (CHFA): four units per year; HAP (Housing Set-Aside Funds): six units per year; FmHA: eight or ten units per year, as funds are available.

Time Frame: Ongoing

**Policy 2.5:** The City of Corcoran will encourage nonprofit sponsors to apply for HUD Section 202 allocations for construction of rental housing for seniors and handicapped-accessible, and will take all actions necessary to expedite processing and approval of such projects.

Responsible Agency: Nonprofit sponsor

Source of Financing: Federal Department of Housing and Urban Development

## *Housing Summary*

Objective: Encourage at least one new elderly project in conjunction with a private developer or nonprofit sponsor.

Time Frame: Ongoing

**Policy 2.6:** The City of Corcoran will implement the density bonus requirements in state law. Government Code Sections 65913.4, 65915 and 65917, relating to density bonus requirements, were amended in 1989 by chapter 842. These amendments were effective from January 1 to March 26, 1990. Chapter 31 of the Statutes of 1990 repealed Section 65913.4 and amended section 65915; this action was effective March 26, 1990. Government Code Section 65915 provides that a local government shall grant a density bonus of at least 25 percent, and an additional incentive, or financial equivalent incentive(s), to a developer of a housing development agreeing to construct at least:

- A. 20 percent of the units for lower-income households; or
- B. 10 percent of the units for very low-income households; or
- C. 50 percent of the units for senior citizens

Responsible Agency: City of Corcoran

Objective: Increase the number of housing units for low-income families, very low-income families, and senior citizens.

Time Frame: Ongoing

### **Goal 3: Removal of Constraints**

**Policy 3.1:** The City of Corcoran will continue its landbanking program to address the problem of land costs.

Responsible Agency: City of Corcoran

Source of Financing: CDBG, 20 percent Set Aside Tax Increments, and other funding resources from the state and federal governments.

Objective: Continue to purchase any available lots citywide and make them available to Low-income residents. The City will make available five residential lots through housing programs for low- to moderate-income families over the next five years.

Time Frame: Ongoing

**Goal 4: Preserve and conserve existing neighborhoods**

**Policy 4.1: Investigate innovative ways to finance rehabilitation:**

- A. Use CDBG funds for leveraged loan guarantees and/or reduced interest loans, low-interest loans, or deferred payment loans, and partial or total grants for rehabilitation within the City.**
- B. Use CDBG money and other available sources for rehabilitation.**

*Action 4.1-A: The present rehabilitation program offers a three-tiered interest rate structure plus totally deferred loans based upon household income. The City has pledged redevelopment Agency funds plus program income from previous CDBG programs to provide local leverage to enable successful attainment of grants.*

Responsible Agency: City of Corcoran

Source of Financing: Tax Increment and CDBG

Objective: Increase the funding pool available for housing rehabilitation.

Time Frame: Ongoing

*Action 4.1-B: Consider the redesignation and rezoning of multi-family areas which are composed primarily of single-family dwellings as single-family areas, as part of future General Plan revisions.*

Responsible Agency: Community Development Department

Source of Financing: City Funds

Objective: To retain and protect the existing, more durable and affordable, housing stock from demolition.

Time Frame: 1995

**Policy 4.2: Where possible, take action to promote the removal and replacement of those substandard units which cannot be rehabilitated.**

*Action 4.2-A: Require removal or correction of structures which are a threat to health and safety.*

Responsible Agency: City of Corcoran

## *Housing Summary*

Source of Financing: City funds and CDBG

Objective: Remove or rehabilitate up to fifteen units per year.

In addition to the 149 units that have been rehabilitated since 1984, the City has also reconstructed dilapidated structures with CDBG funds. The overall program is designed to clean up blighted areas and to provide safe, sound, affordable housing for low-income residents.

Time Frame: Ongoing

**Goal 5:** Ensure the implementation of the Housing Element and monitor its progress toward the attainment of housing goals.

**Policy 5.1:** The City shall evaluate, on an annual basis, the status of implementation of all Housing Element programs.

*Action 5.1-A: The City shall designate staff to prepare a Housing Monitoring Plan of all City Housing Element programs, and report to the City Council annually as to the status of program implementation.*

Responsible Agency: Community Development Department

Source of Financing: City Funds

Objective: To report annually to the City Council and the public in order to identify effectiveness of goals and policies.

Time Frame: Annually up to 1997

**Policy 5.2:** Encourage citizen participation in long range neighborhood planning.

*Action 5.2-A: Designate the City Planning Department as the City agency to address citizen ideas, comments and questions on neighborhood planning and development.*

Responsible Agency: City of Corcoran

Source of Financing: City Funds

Objective: To improve cooperation between all groups interested in local housing problems.

Time Frame: Ongoing

**Goal 6: Promotion of Equal Housing Opportunities.**

**Policy 6.1: Promote equal access of all population groups to housing resources.**

*Action 6.1-A: Provide information on fair housing laws and refer complaints of housing discrimination to the appropriate state or federal agencies.*

Responsible Agency: City of Corcoran and federal agencies.

Source of Funding: CDBG, state and federal funding sources

Objective: To assure that valid housing-related grievances are redressed.

The City has developed a program to handle discrimination complaints in an effort to promote fair housing practices. The City has an active outreach program for all City-implemented housing programs.

Time Frame: Ongoing.

*[End of Housing Element Summary]*



## PUBLIC FACILITIES

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### INTRODUCTION

The Public Facilities and Services Element is an optional element of the General Plan designed to address the physical and fiscal impacts associated with development. Public facilities covered in this element include water, wastewater, storm drainage, general government, fire, police, and schools. Recreation and open space facilities, such as parks, are addressed in the Open Space, Conservation and Recreation Element. Public facilities related to transportation and circulation are addressed in the Circulation Element.

### WATER SUPPLY

The City of Corcoran relies solely on groundwater for domestic water supply. Currently the City is operating five groundwater wells. The City's wells are located in a well field northeast of the City. Three out of the five active wells are in Tulare County. The City's water supply comes from the Tulare Lake Region-Kings Basin of the San Joaquin Valley. The Tulare Lake Region has a thick layer of clay (Corcoran Clay) that divides the Corcoran water supply into two water producing aquifers. The Corcoran Clay is a clay layer approximately 90 to 100 feet thick and divides the ground water into two aquifers. The upper aquifer is at sea level to approximately 500 feet below sea level. The lower aquifer is approximately 590 feet below sea level. The City of Corcoran is approximately 200 feet above sea level. In order for the City to implement the Land Use Plan without significant effect on current groundwater supply, new groundwater wells must be developed. The City's water storage capacity should also be expanded to provide for peak demand needs. A 2.7 million gallon storage facility is located near the well field. However, additional storage facilities should be created on the southwest and south side of the City to provide for peak demands. These storage facilities of about 1 million gallons each, would balance the ability of the system to meet peak demands, particularly fireflow. Otherwise, the only residual storage is in the transmission lines, which would tend to lower pressure and quantity between the point of demand and the current storage facility. Replenishing storage would be accomplished during off-peak periods.

Private agricultural wells use a large amount of groundwater during the dry years or when surface water irrigation supplies are not available. Most of the private agricultural wells draw their water from the lower aquifer. Most of the wells range from approximately 900 feet below mean sea level (MSL) to approximately 1,900 feet below MSL. Development of high production agricultural wells near the City

for agricultural irrigation purposes could endanger the City's water supply. Some agricultural users in the County, rely heavily on groundwater supplies in dry years.

Buildout of this plan has approximately 14,760 new residents residing in Corcoran by 2020. Water supply alternatives must be addressed if the City is to maintain adequate water supply to serve the projected buildout population in the Planning Area.

### **Groundwater Recharge**

The City of Corcoran is located within a closed hydrologic basin, in which there is no means of groundwater outflow. Groundwater in this region is naturally recharged from runoff from the Sierra Nevada Mountains, and to a less extent the Coastal Ranges. Water in the Corcoran area tends to flow in a westerly or southwesterly direction. There are annual variations in flow direction and gradient, which appears to be a result of recharge to the basin and pumpage. Recharge also occurs with wastewater reclamation projects.

Typically groundwater tables are at their maximum during the spring. During the summer and fall, demands are higher and water tables low from increased pumping activity for both agricultural and domestic purposes. For the foreseeable future, water conservation measures will continue to be the primary method of minimizing domestic well pumping, and keeping groundwater associated with urban demands at manageable levels.

### **Water Quality**

Water quality is a major issue for development in Corcoran. The City has had water quality problems in the past, in both the upper and lower aquifers. Problems in the water have ranged from bad color to mineral and total dissolving solids over the maximum contaminant level in the water supply. The Corcoran water supply as mentioned above comes from the upper aquifer above the Corcoran Clay. Between the surface and the Corcoran Clay, a layer of clay exists about 30 feet thick and 250 feet below MSL. This clay layer is known as the C-Clay. Three out of the five active wells are above the C-Clay and the other three wells (two active and one standby) are between the E-Clay and the Corcoran Clay.

There are three major water producing zones present in the Corcoran vicinity. Zone 1 has a depth of about 250 feet below MSL (between the surface and the C-Clay). Zone 1 is characterized by high alpha activity (radio activity) and moderately high nitrate contents northeast of the City. Southwest of the City, the water is relatively high in salinity. Zone 2 is the waterbearing zone, and is generally between 250 and 500 feet below MSL, which is the strata between the C-Clay and the Corcoran Clay. This zone is tapped by City wells and a number of irrigation wells northeast of Highway 43. The groundwater in this zone contains high contents of methane gas and is often colored. It is also relatively high in salinity. Northeast of Highway 43, between the C-Clay and the E-Clay, high iron and manganese contents, and hydrogen sulfide are present in some areas. The quality

of groundwater in both zones above the Corcoran Clay improves to the northeast. In the future, the City should look to the north and northeast for better water quality. Zone 3 is the deepest water-producing zone. Zone 3 extends from below the Corcoran Clay down to approximately 1,900 feet below MSL. This zone is tapped mostly by large capacity agricultural wells. Water quality problems in this zone are primarily due to color, hydrogen sulfide, and methane gas. Northeast of Highway 43 and south of Avenue 192, there has been little exploration of groundwater in this deep zone. North of Avenue 192, the quality of groundwater in this zone appears to be suitable for public consumption. All of the wells in this zone are outside of the Planning Area, but could be explored for future water supply.

Due to the water problems in Corcoran, the City blends its water. A blended water system requires water from all wells to be blended before distribution. Blending the water minimizes the impact of poor quality water before distribution. The City of Corcoran's water supply meets Federal and State standards for public water systems. It is anticipated that these standards will continue to require improved quality over the planning period. The City may have to improve its treatment process for the water supply to meet new standards.

#### *Domestic Water*

The City of Corcoran and surrounding urban areas draw groundwater to meet all domestic, commercial, and industrial water demands. The typical demand for domestic water is 317 gallons per day per person in Corcoran.

Planned development will require that additional water supply demand be met through further development of the existing or development of new well fields. The City's basic objective in planning water supply facilities has been to optimize the distribution system layout and structures with regard to reliability, flexibility, and cost.

Water must be conveyed through a distribution system designed to adequately satisfy the water requirement for a combination of residential, commercial, industrial, and fire-fighting purposes. The system must be capable of meeting the demands placed on it at all times and at satisfactory pressure. System capability must be adequate to meet maximum-day hourly demand while delivering fire flow. To accomplish this, new distribution and storage facilities are planned for compatibility with existing facilities.

Both urban growth and continued agricultural production near the City will increase the demand for ground water and the need to participate in ground water recharge activities. Ground water recharge efforts particularly to the northeast can assist in slowly renewing ground water levels, and potentially shift agricultural ground water use to the upper aquifer. The ultimate limiting constraint is the capacity of the aquifer. The City's long term development potential will depend on expanding, documenting, and increasing knowledge of the aquifers (i.e. subsidence, water depths, etc.) and developing cooperative conservation efforts to bank water

through recharge efforts. This cooperative effort will involve projects in Tulare County, in proximity to the City's well field. One alternative to ground water supply is obtaining domestic water from the Central Valley Project, which will require treating it and pipelining it to the City. The cost of obtaining this surface water appears far more expensive and less beneficial than continuing to use ground water and engaging in groundwater recharge activities.

New development areas will be required to provide water mains. New development may also be required to assist in developing new wells or additional storage facilities which serves the needs of this new population. Water meters are required for all development in the City. This method of water payment is a positive factor in water conservation efforts because residents have to pay for what they use.

Conservation will remain a priority for the foreseeable future. Reuse of treated wastewater for irrigation of open space is gaining popularity, but retrofitting existing developed areas is currently impractical. The cost effectiveness of satellite tertiary plants must be evaluated against conservation programs and initial cost for new residential development and open space irrigation needs.

### Distribution System

The City of Corcoran's water distribution system consists of a looped water system, five active ground water wells, a chlorination facility, three booster pump stations with standby power supplies, a sand settling tank, and approximately 2.7 million gallons of operational storage in nine tanks ranging in volume from 50,000 gallons to one million gallons located on the northeast of the City. Corcoran will continue to use the looping of water lines to accommodate the anticipated buildout of this plan. The City's water distribution system provides water to the residents of Corcoran, CSP-Corcoran, and approximately 3,000 people in the fringe of the City. The total number of people on the water system is approximately 17,500.

The City has adopted minimum fire flow requirements for residential, commercial, and industrial areas of the City. The City's wells currently provide an adequate level of water to address residential growth through the year 2000. Water distribution will have to be improved to accommodate the projected buildout of approximately 24,106 residents in the year 2020. There are a number of constraints to accommodate growth, relative to the City's water distribution system. Low water pressure, limited access lines to the well field, the need for additional storage tanks and booster pump systems. With the addition of another well and main lines, the well field will be more accessible and less vulnerable. Storage tanks and booster pumps particularly on the southeast and south side of the City would ease demand on the water distribution system. Storage tanks with booster pumps could act as temporary wells, during peak demand. Installing larger pipelines in the older sections of the City is another way to increase water supply. The City has begun a program to upgrade to the City's water system to resolve the reliability of water pressure in the delivery system. The City is hampered because of low amounts of funds to pursue significant capital improvement projects.

## Wastewater Treatment

Wastewater from the City is collected and conveyed to the City's Wastewater Treatment Plant located at the intersection of King Avenue and Pueblo Avenue in the southeastern portion of the City. This facility provides secondary level treatment and consists of, primary sedimentation tanks, an aeration pond, and evaporation/percolation ponds. Solids handling facilities at the wastewater plant include sludge pumping, anaerobic digestion, and sludge drying beds. CSP-Corcoran and the CSATF&SP-Corcoran have their own wastewater facility.

The treatment capacity of the City's wastewater plant is approximately 2.0 million gallons per day (mgd) average daily flow, and current flows average 1.1 mgd. The Aeration Disposal ponds are not large enough to accommodate treated wastewater beyond 1.35 mgd. The City has an agreement with California Department of Corrections (CDC) under which a minimum of 325,000 gallons a day of the City's treated wastewater is pumped into existing seasonal storage ponds on the prison property for later use as agricultural irrigation. Mechanical modifications may be necessary to address increased levels of biochemical oxygen demand at the plant, due to population growth. This could also improve the plant treatment characteristics somewhat. Possible expansion of Corcoran's Wastewater Treatment Plant could take place between 2000 and 2003 to insure the plant capacity is over 2 mgd.

The Public Works Department is responsible for the operation and maintenance of both the treatment and collection system.

## Collection System

The wastewater collection system is a gravity system with lift stations and force mains as necessary. In the short term, the present system can accommodate projected buildout growth of the current General Plan through the year 2000. The City of Corcoran uses the 1979 Wastewater Treatment & Disposal Facilities Report, for disposal facilities improvements. Improvements have been made over time, but the basic elements of the plan have remained. Because of projected population growth and the need to reflect the land use contained in this General Plan Update, the sewer collection master plan needs to be updated based on the growth projections by 2020. This Master Plan should be a high priority in the next five years to accommodate the projected buildout growth of 24,106 residents by 2020. However, to accommodate growth and the buildout of this plan, additional interceptors, and other expansions of the system will be required.

Another alternative to wastewater plants are satellite tertiary wastewater treatment systems which produce reclaimed water for irrigation of open space, or certain agricultural crops, are an alternative to expansion of the sewer collection system. Strategic location of these plants provide an alternative to the extension of sewer interceptors and provide a recycled source of irrigation water. When analyzing the cost effectiveness of this alternative, especially where irrigation

water demands are present, the on-going cost of irrigation water for open space should be part of the cost analysis.

While the capacity of the wastewater treatment plant is not an immediate constraint to growth, the capacity of the collection and transportation system is a major constraint in some areas of the City's Planning Area. In the southwest, south, and northeast sections of the Planning Area in particular, improvements for expansion of the wastewater collection system is needed to accommodate the population growth. The central area of the City will require improvements to handle the additional flows for new growth areas which use the system that passes through this part of the City.

The City does provide a significant number of domestic sewer connections (approximately 900 connections) outside of the City limits. Typically, if sewer service is requested by properties in the unincorporated area and extension of service is feasible, the property is annexed to the City before services are provided.

Reclaimed water will be used whenever economically feasible and not precluded by public health considerations. Using reclaimed water in lieu of potable water for irrigation and industrial requirements is an important means of conserving fresh water. Potential demands that could be served by reclaimed water include golf course irrigation, landscape irrigation of common ground around high density residential development, commercial and industrial lands, and agricultural irrigation. Potential demands cannot be quantified or located at this time.

## STORM WATER DRAINAGE

### Collection of Storm Water

Storm water drainage is accomplished in the Planning Area through a system of curbs and gutters, and a limited number of storm water collection lines and storm water drainage basins. Controlled discharge from drainage basins is allowed into a number of canals owned and operated by the Corcoran Irrigation District (CID). Typically, agreements or licenses are negotiated between the City and the owner of the canal for the limited discharge of drainage water into the facilities. In recent years, as the City and CID have endeavored to meet water quality standards, the agreements for discharge of drainage water have been broadened to include water quality criteria for discharge into the canals. While agreements may extend a number of years into the future, there may be modifications to water quality standards which may require the City to find alternatives for retention and disposal of drainage water in regional storm water basins as opposed to continued discharge into canals.

The major drainage facilities developed for the General Plan are an expansion of, and addition to, existing facilities such as the CID canal and pipe along Dairy Avenue. Continued improvement of the existing drainage system, with amendments overtime, forms the current drainage infrastructure plan for the City.

To accommodate buildout of planned growth and address the changing regulatory basis of the Federal Clean Water Act, a new Master Drainage Plan was completed in August of 1995. The Master Plan is detailed through buildout of the General Plan. Although the City may be exempt from compliance with Phase I of the National Pollution Discharge Elimination System, the eventual implementation of Phase II by the United States Department of Environmental Protection and state agencies could require the City to address the new standards in late 1996. Figure PF-3 shows the existing and future improvements of the storm drain facilities.

Corcoran has relied on surface drainage systems to contain and transport normal storm water run-off. In normal conditions the "street drainage system" functions at an acceptable level of service. There is street flooding for short periods during most storms which usually disperses into disposal areas within 2 to 12 hours. However in more significant storms the street collection system is overwhelmed leading to more acute flooding in lower lying areas. This flooding may inundate the street and backup onto private property for a short time. These areas have been generally identified and building pads have been raised somewhat to avoid flooding the interior of dwellings in peak storm water periods.

The cost of retrofitting developed areas is quite substantial, particularly for storm events which may occur at a 10 year frequency. Other public infrastructure demands such as streets, water and sewer systems which have a daily impact on the lives of residents have taken a priority, as opposed to the occasional acute storm water flooding.

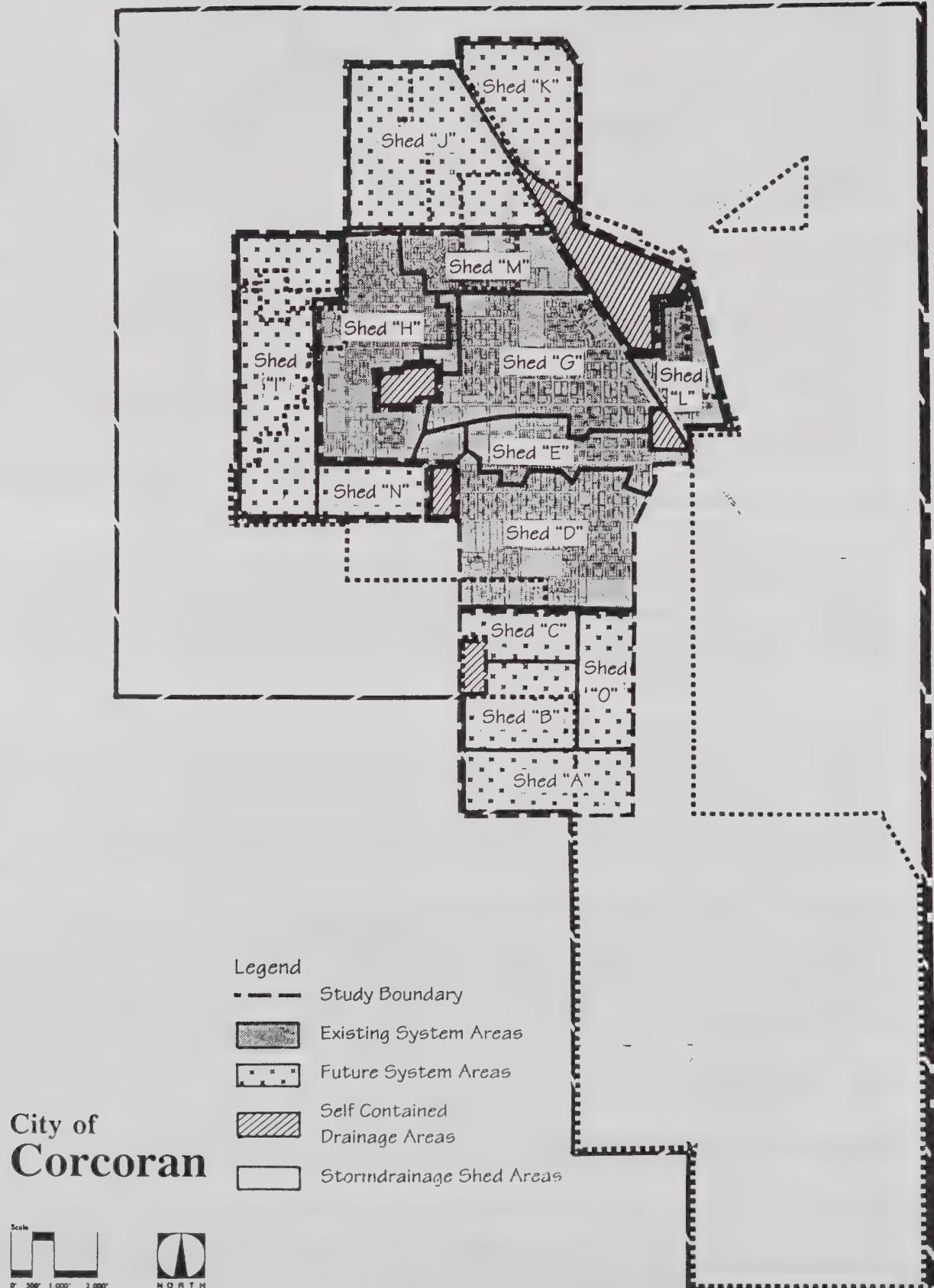
Future property will be necessary to solve storm water collection and disposal issues, such projects may require financing generated by benefitting property owners. New development must provide financing of stormwater collection and disposal facilities on a broad basis and coordinated with master plans. Costs for providing storm water facilities should be borne by developers and new residents.

Given the location of the proposed major basins, and the limited knowledge of ground water recharge potential of the soils in the vicinity of the basin, there is probably little benefit from using stormwater basins for ground water recharge for City domestic water purposes. However, the potential use of ground water recharge should not be overlooked in the Drainage Master Plan study.

## FIRE SERVICES

### *Personnel and Future Demand*

Fire services for the City of Corcoran are provided by the Kings County Fire Department (KCFD), which provides fire services throughout the County. KCFD at Corcoran currently operates one station with two platoons of firefighters. KCFD at Corcoran currently has 13 full time firefighters, two Captains, one Battalion Chief and 12 volunteers. KCFD at Corcoran benefits from an active volunteer corps that



Source: City of Corcoran Master Plan for Storm Drainage, August 1995

**Figure PF-1: Storm Drainage Sheds**

responds to fire calls on a routine basis. Fire Dispatch is handled through Kings County dispatch. Among the current objectives for KCFD due to the buildout of this plan, is to evaluate whether another fully staffed fire station is appropriate when the City's population exceeds 20,000. The Fire Department Location and service radii is located in Figure PF-4

KCFD at Corcoran operates four Class A engines, one water tender, one lightweight truck/reserve truck, and an in-house ambulance service. The KCFD at Corcoran has four pumper trucks that pump 1,000 gpm, two pumper trucks that pump 500 gpm, and one 100 gpm pumper. KCFD also has foam sprayers. All of the KCFD firefighters are trained to provide basic first-aid and CPR, and more than half are certified Emergency Medical Technicians. The California Highway Patrol provides lifeflight (emergency helicopter service) for emergencies.

The City has established fire flow requirements for new development at 1,000 gallons per minute for residential units, and 3,000 gallons per minute for commercial and industrial land uses. Additional fire fighting equipment will be required as urban growth demands influence new fire station construction. The number and kind of vehicles available to the Fire Department will depend on the growth occurring in the City. This is due to the different requirements for water pressure between residential and commercial/industrial development. Another factor involved in purchasing new equipment is the age of current equipment and the need to replace older equipment with modern fire fighting apparatus. If the City is to maintain fire department personnel to current population standards of 1.65:1,000 an additional 21 full time firefighters will be needed to accommodate projected growth.

#### *Service Locations and Future Demand*

The City is currently served by one fire station located at 1033 Chittenden Avenue. Growth of the City to the east or west in relation to the fire station will begin to place more development outside the acceptable response time contours. Based on population growth and area increase considered by the Land Use Map, a minimum of one and a maximum of two additional fire stations are needed to maintain acceptable standards. One future station should be located on the southwest portion of the City central to planned growth areas. If another fire station is needed, it should be located in the northwest portion of the City, central to the growth areas.

As the City continues to grow the need to provide additional equipment and fire stations will be essential to maintain adequate fire suppression capabilities. The nearest KCFD fire station is located northwest of the City of Corcoran. General Plan policies and programs define the responsibility of new growth to address expansion of fire services.

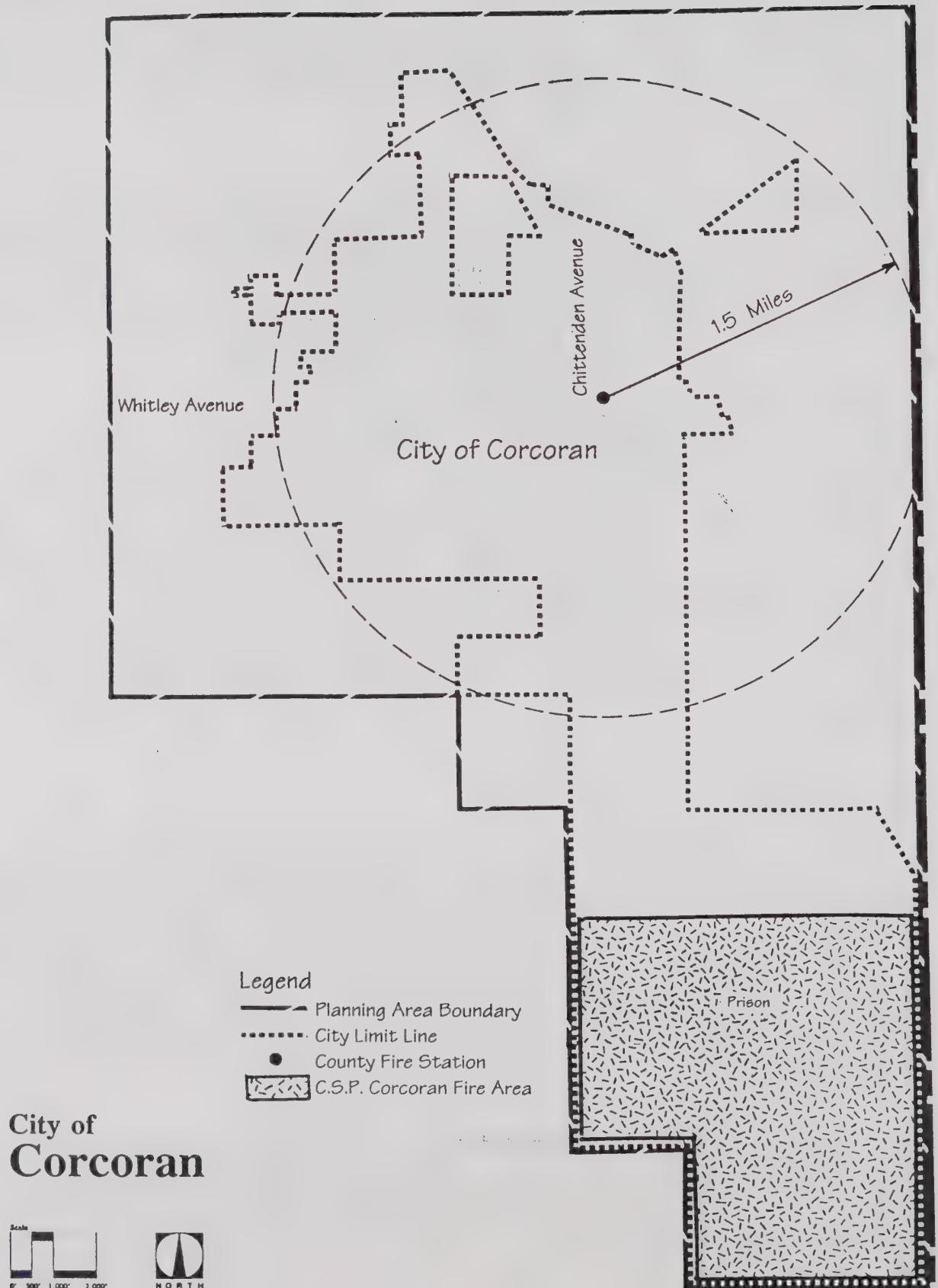


Figure PF-2: Fire Station Location and Service Radii

### *Project Development Review*

The Planning Department refers appropriate project applications to the KCFD in Corcoran for review and comment. This review includes topics such as access, alarm systems, need for on-site suppression systems (sprinklers), addressing locations for hydrant location, etc. Comments and recommendations of the Fire Department are forwarded to the Planning Department for consideration and inclusion as development conditions.

### *Service to Unincorporated Areas*

The KCFD operates 11 fire stations throughout the County and provides services to the unincorporated area surrounding Corcoran. Given the level of urban development and the uncertainty of boundaries near the City limits, a joint response with other County Fire Departments and the CSP-Corcoran Fire Department will be utilized at the scene.

## **POLICE SERVICES**

### *Personnel and Future Demand*

The City of Corcoran Police Department currently operates out of a single station located at 1031 Chittenden Avenue. This facility currently meets the needs for the City. Expansion of the facility will be needed to accommodate the increase in the number of police officers associated with growth in the City. The City standard for police per population is 1.5 officers per 1,000 population. The Corcoran Police Department has 14 sworn officers for a population of 9,664. If the Police Department is to maintain the officers to the current population standard, it will need approximately 10 to 13 officers to meet the need of future buildout of this plan. The City will also need additional support staff (dispatchers, evidence technicians, etc.).

Additional space will be needed for training, investigative offices, and report writing areas for officers. Expansion of the existing facility onto neighboring property is an alternative to relocating the entire facility. A plan for expanding the existing facility should be considered as growth continues in the City. Maintaining the LOS for personnel requires significant capital investment for equipment such as vehicles, law enforcement supplies, and office space.

### *Development Project Review*

The Planning Department refers appropriate project applications to the Police Department for review and comment. This review includes topics such as lighting, alarm systems, and access. Comments and recommendations of the Police Department are forwarded to the Planning Department for consideration and inclusion as development conditions.

## *Public Facilities*

### *Service to Unincorporated Areas*

The Kings County Sheriff's Department is responsible for law enforcement within the unincorporated areas surrounding the City. In the event that the Sheriff's Department requires assistance or is unable to respond, the City of Corcoran Police Department will dispatch officers as needed, per request of the Sheriff's Department watch supervisor. The Sheriff's Department has full law enforcement authority in the unincorporated areas of Kings County, and the California Highway Patrol has full traffic enforcement responsibility in unincorporated areas of the County.

## **CITY GOVERNMENT**

City Hall is located at 1033 Chittenden Avenue, in the Downtown District. The City of Corcoran is a General Law City and has a Council-Manager style of government. Location of City Hall is located on the General Plan Map, Figure LU-1, in the rear of the document. Figure PF-5 is a map of public facility locations in the Planning Area.

## **AIRPORT FACILITIES**

The Corcoran Airport is a privately owned facility located in the unincorporated area on the western edge of the City. Nearly all airport activity is by agricultural aircraft. No long-range development plan for the airport has been prepared. The City of Corcoran has a long standing policy to assess whether to acquire the airport, but no steps have been taken to implement the policy and no action is anticipated in the foreseeable future. The KCALUCP deals with land use issues around the airport. Land use compatibility policies in this plan assume that Corcoran Airport's activity will continue to be dominated by agricultural aircraft, but that use by other private aircraft could increase. Airport activity is outlined in the Circulation Element. The location of the Corcoran Airport is located on the General Plan Land Use Map, Figure LU-1, in the rear of the document.

A second privately owned airport east of Corcoran near Highway 43 is owned and operated by the J. G. Boswell Company. The owners of this airport also operate and maintain agricultural aircraft on the field. The airport is not open for public use.

## **SOLID WASTE**

### **Organization & Facilities for Disposal**

Excluding the City of Avenal, solid waste disposal throughout Kings County is managed by the Kings Waste and Recycling (KWR). The KWR manages the Hanford Landfill, a Class III landfill that accepts residential and municipal waste.

## *Public Facilities*

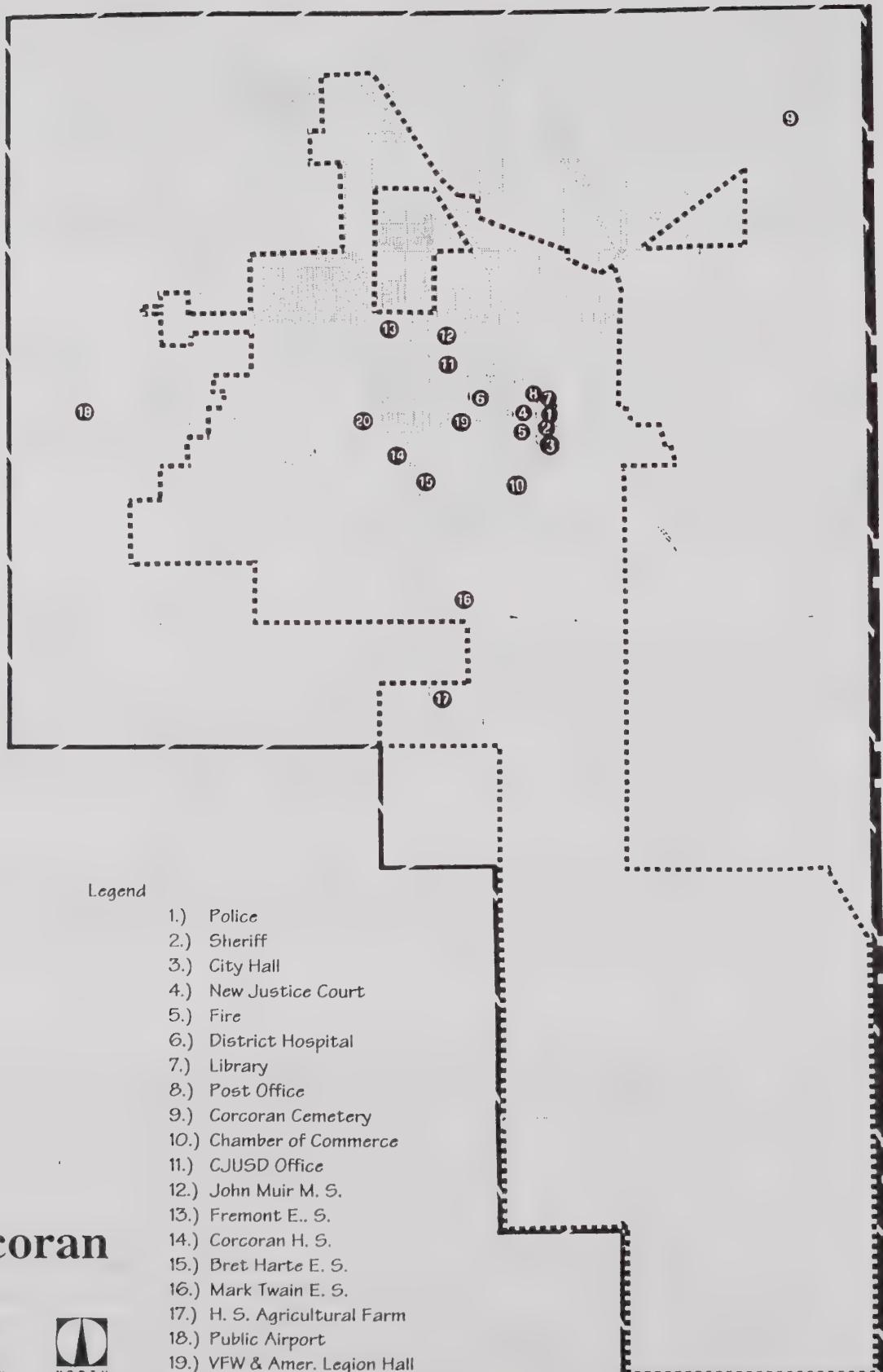
The landfill is approximately 20 miles northeast of the City. The design capacity of the Hanford Landfill is four million cubic yards. The landfill is currently at its design capacity. Due to more stringent water drainage requirements that have been instituted since the time the landfill was designed, the top of the landfill must be mounded and waste will continue to be disposed of at the landfill until mid-1997. The landfill accepts approximately 89,000-92,000 tons of solid waste per year. Kettleman Hills, a Class I hazardous waste disposal site, located approximately 20 miles northwest of the City is owned and operated by Waste Management Incorporated.

The KWR is planning to open a new 90 acre landfill in the Kettleman Hills area near the existing Class I hazardous materials disposal site. The new landfill is planned to have a storage capacity of approximately four million cubic yards and has a life span of about 40 years, or until approximately year 2034. At that time, the Hanford Landfill will be converted to a transfer station. The KWR has opened a Materials Recovery Facility which is financed by a joint powers agreement between Kings County and the cities of Corcoran, Hanford, and Lemoore. These facilities are in compliance with the Integrated Waste Management Act of 1989 (AB 939). AB 939 requires municipalities to ultimately divert 50 percent of their solid waste stream from landfill disposal to recycling and composting facilities. The responsibilities of the KWR include the financing, construction and operation of landfills, a materials recovery facility and transfer stations. Additional responsibilities include all activities and waste diversion goals required by AB 939 and the closure, post-closure monitoring and liabilities of all identified former landfills in Kings County. The City of Corcoran disposes of approximately 6,650 tons of solid waste per year. The CSP-Corcoran facility disposes of approximately 2,280 tons per year.

The City contracts with private companies for solid waste collection services. Solid waste collection is managed by the Department of Public Works and is operated as an enterprise function by the City.

## **SCHOOLS**

Elementary and secondary public education services are provided in the Corcoran area by the CJUSD. CJUSD's boundaries include about 360 square miles that includes the entire City and the surrounding unincorporated area. CJUSD is a traditional school district which runs from August through June. The District currently operates three elementary schools within the City of Corcoran Planning Area. It also operates John Muir Middle School, CJUHS, and Kings Lake Alternative High School which provides non-mainstream kids and older students with educational services. The CJUSD has approximately 3,217 students in the 1995-96 school year. CJUSD currently uses 42 units of portable classrooms. Each unit has four to six classrooms. CJUSD gets funding for 40 percent of State and Federal programs, (i.e. GATE, ESL, LSP, TITLE I, and TITLE IX).



## City of Corcoran

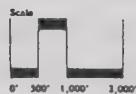


Figure PF-3: Public Facility Locations

CJUSD's existing facilities are overcrowded and new growth will significantly impact those facilities. CJUSD relies on developer impact fees to assist in financing additional improvements to facilities for the students. Currently the impact fees for new residential structures are insufficient to provide adequate facilities. CJUSD also receives money from the lottery and other state funds. Even with all of the current development fees and lottery money, there remains a substantial unfunded portion of facility cost to construct new schools which meet State and District standards. The District has adopted a policy of requesting full mitigation of school impacts for future projects which require General Plan or Zoning amendments.

CJUSD is the responsible agency for planning and developing school sites within the district. The City has ultimate land use authority and has a responsibility to prescribe infrastructure improvements necessary to support school facilities. The City and School District must work together to ensure the appropriate location of schools from not only a land use perspective, but also to adequately provide public services and reasonable access. However, the potential school site designation does give the School District an opportunity to acquire the sites for schools in advance of development proposals. School site locations are located on Figure LU-1, in the pocket at the end of the document.

## GOALS

The goals of the Public Facilities and Services Element are:

- To provide sufficient levels of public facilities and services, based upon timely planning and adequate funding.
- To ensure adequate water quality and quantity to meet both existing and planned needs.
- To ensure adequate wastewater collection and treatment to meet both existing and planned needs.
- To ensure adequate stormwater collection and disposal to meet both existing and planned needs.
- To ensure appropriate waste stream reduction through education, recycling and other means.
- To ensure that public services, including police, fire, and schools, are able to keep pace with demand.

**Public Facilities**  
*Objectives, Policies & Programs*

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**OBJECTIVE PF 1 (AP)**

Provide sufficient levels of facilities and services prior to or concurrent with planned development.

**POLICY PF 1.1 (AP)**

New development shall be phased according to the capacity of public facilities and services to accommodate new development.

**POLICY PF 1.2 (AP)**

Encourage the concurrent (as opposed to piecemeal) annexation of adjacent unincorporated properties in order to facilitate the formation of assessment districts, benefit districts, and other financial mechanisms which will provide public facilities in an efficient and effective manner.

**PROGRAM PF 1.2-A (AP)**

*Future annexation applications shall include a full and complete analysis of the public services required for the proposed development, and provide an analysis which includes the surrounding property to determine; 1) if expansion of the proposed annexation will be beneficial to accommodate the adequate development and financing of required public services; or 2) if existing public services to existing development require improvements to maintain or meet current LOS standards.*

**POLICY PF 1.3 (AP)**

Develop and maintain Master Plans for water, wastewater collection and treatment, and storm water collection and disposal which address future growth demands and address public facilities in a coordinated and comprehensive manner.

**OBJECTIVE PF 2 (AP)**

New development shall pay fees as necessary to meet all identified costs associated with new development.

**POLICY PF 2.1 (AP)**

New development shall be responsible for the payment of a fair share of costs to provide public infrastructure in each development project, which include, but are not limited to, the provision of water, sewer, wastewater treatment, drainage systems, streets, street lighting, sidewalks, landscaping, storm drains, public parks and open space, and other infrastructure needs, including the preparation of master plans for these systems, and the provision of adequate school facilities.

**POLICY PF 2.2 (AP)**

New development shall be responsible for mitigating the effect of the increased cost for providing public services to each development, such as police and fire protection, solid waste disposal, and public education.

**PROGRAM PF 2.2-A (AP)**

*During deliberation on proposed projects, the Community Development Department shall include a finding in their staff report which addresses the adequacy of public services and the method by which the proposed development is to provide for these public services as part of the development, if they are inadequate.*

**POLICY PF 2.3 (AP)**

Construction permits shall not be granted until the developer provides for the installation and/or financing of needed public facilities.

**OBJECTIVE PF 3 (AP)**

Maintain existing public facilities and services.

**POLICY PF 3.1 (AP)**

Existing public facilities shall be upgraded as they become deteriorated or obsolete.

**PROGRAM PF 3.1-A (AP)**

*Include in the Capital Improvement Program the upgrading of existing facilities that have become deteriorated or obsolete to the degree that public service has been diminished.*

**PROGRAM PF 3.1-B (AP)**

*Include in the Capital Improvement Program a replacement costs of capital improvements in the user fees charged for water and sewer.*

**OBJECTIVE PF 4 (AP)**

Provide an adequate supply and distribution of quality water to support the General Plan level of development.

**POLICY PF 4.1 (AP)**

Water treatment facilities shall meet or exceed current standards set by federal, state, or local regulatory agencies.

**POLICY PF 4.2 (AP)**

The City shall have condition approval of new development projects on the availability of adequate water supply and infrastructure to serve the new development.

**POLICY PF 4.3**

New development shall be responsible for construction of all water lines serving the development including oversizing of distribution lines, creation of storage

## *Public Facilities*

facilities. The cost of oversizing shall be borne by the beneficiary of the oversizing. The City may enter into reimbursement agreements for oversizing costs.

### **POLICY PF 4.4**

The City shall work cooperatively with other water management agencies to prepare a groundwater management program as needed to ensure sufficient water supply for the buildout of the General Plan.

### **POLICY PF 4.5**

When necessary and practical, the City will cooperate with other water agencies to acquire water for the recharge, replenishment and/or banking of groundwater for future demand.

#### ***PROGRAM PF 4.5-A***

*The City shall continue to participate with other water agencies in groundwater recharge efforts. This participation may include the development of multi-use open space areas or recreation facilities combined with recharge facilities.*

### **POLICY PF 4.6 (AP)**

The City shall extend water service to new areas based on its ability to meet domestic and fire flow needs of the area.

#### ***PROGRAM PF 4.6-A***

*The City shall prepare and maintain a Master Water Plan which demonstrates its ability to meet development standards and identifies system shortfalls.*

#### ***PROGRAM PF 4.6-B (AP)***

*The City shall include in its Capital Improvement Program, system-wide improvements which are required to maintain current LOS while extending service to newly developing areas.*

### **POLICY PF 4.7 (AP)**

New development of public facilities shall include water conservation features and drought resistant landscaping.

### **POLICY PF 4.8 (AP)**

All water system improvements shall comply with the *Corcoran Improvement Standards* or City approved master plans.

### **OBJECTIVE PF 5 (AP)**

Ensure provision of sufficient wastewater collection and treatment facilities to support the existing and future development at buildout.

### **POLICY PF 5.1 (AP)**

The City shall continue to provide sewer services and operate the wastewater collection and treatment facilities.

**PROGRAM PF 5.1-A (AP)**

*The City shall continue to plan for expansion of the wastewater treatment facility as part of its Capital Improvement Program.*

**PROGRAM PF 5.1-B (AP)**

*The City shall update the Wastewater Collection Master Plan as necessary to include alternative analysis of water reclamation facilities.*

**POLICY PF 5.2 (AP)**

Require new development to be responsible for construction of all sewer lines serving development (including oversizing of sewers); the costs of oversizing shall be borne by the beneficiary of the oversizing.

**POLICY PF 5.3 (AP)**

All sewer collection improvements shall comply with the *Corcoran Improvement Standards* or City approved master plans.

**OBJECTIVE PF 6 (AP)**

Provide a stormwater drainage system that serves the General Plan level of development in a planned and orderly manner.

**POLICY PF 6.1 (AP)**

The City shall have condition approval of development projects on the provision of adequate storm drainage improvements.

**POLICY PF 6.2 (AP)**

The City shall require the extension of storm drains to new areas in accordance with the phasing of a storm drainage master plan.

**PROGRAM PF 6.2-A (AP)**

*Maintain the Master Storm Drainage Plan to support General Plan and Phasing Area Concept Plan land uses, including proposed drainage facilities and estimated costs and update when applicable.*

**POLICY PF 6.3 (AP)**

Detention basins should be considered for multiple use (recreation, parking, etc.) particularly larger basins, providing the basic detention function is not lost or impaired, and maintenance and liability issues can be satisfactorily resolved.

**OBJECTIVE PF 7 (AP)**

Maintain storm drainage facilities to preserve their function and capacity.

**POLICY PF 7.1 (AP)**

Man-made channels, detention basins, and other drainage facilities shall be maintained to ensure that their full use and carrying capacity is not impaired.

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### **POLICY PF 7.2 (AP)**

Continue to require new development to discharge storm water runoff at volumes no greater than the capacity of any portion of the existing downstream system by utilizing detention or retention or other approved methods, unless the project is providing drainage pursuant to an adopted drainage plan.

#### ***PROGRAM PF 7.2-A***

*Consolidate policies, programs, and standards for flood control and storm drainage in a Storm Drainage ordinance.*

### **POLICY PF 7.3**

New development shall be responsible for construction of all storm drainage collection and disposal facilities serving the development, including oversizing drainage basins or development of disposal basins. The City may enter into reimbursement agreements to pay for oversizing costs.

### **POLICY PF 7.4 (AP)**

All drainage improvements shall comply with the *City of Corcoran Improvement Standards* or City approved master plans.

## **OBJECTIVE PF 8**

Provide timely, functional, safe, and attractive public buildings in order to provide high levels of public service.

### **POLICY PF 8.1**

Maintain the City government center in the Downtown District.

#### ***PROGRAM PF 8.1-A***

*Participate in Master Plans or Area Plans for the Downtown to ensure the needs of expanding City space for building and parking are adequately met.*

### **POLICY PF 8.2 (AP)**

The City shall acquire land and construct additional structures for fire and police services to maintain acceptable response times throughout the General Plan Area.

#### ***PROGRAM PF 8.2-A (AP)***

*The City shall analyze the additional service demands for fire and police services and, as necessary, require new development to provide funding to meet the cost of expanding the service.*

### **POLICY PF 8.3**

Continue to promote the use of existing City structures for various educational, cultural, and civic programs by the community.

### **POLICY PF 8.4**

Encourage the clustering of public and quasi-public uses such as schools, parks, libraries, child care facilities, and community activity centers.

**POLICY PF 8.5**

Promote the use of local public schools by school and community creative arts groups.

**OBJECTIVE PF 9**

Assist school district in planning for and providing educational facilities with sufficient permanent capacity to meet the needs of current and projected future enrollment.

**POLICY PF 9.1**

Encourage the Corcoran Joint Unified School District to develop a comprehensive master plan as a means of providing greater detail on specific school sites, buildings, educational facilities, and funding mechanisms.

**POLICY PF 9.2**

Whenever possible, school sites should be integrated with recreational parks, and community recreation corridors to maximize the benefits of those facilities as pedestrian and bicycle access with a minimum of interruption by the street system.

**PROGRAM PF 9.2-A**

*Where feasible, work with the School District to design and implement safe pedestrian and bicycle paths along canals and other transportation facilities which promote the use of these trails as alternative transportation to school sites. Where crossings of these facilities will promote access to schools and otherwise enhance alternative transit modes, the City should investigate cooperative development of such facilities with the School District, state agencies, and public utilities.*

**POLICY PF 9.3**

The City of Corcoran shall consider approving residential projects which have recognized the impact of new development on the Corcoran Joint Unified School District and provide mitigation for those impacts to the extent allowable by law.

**OBJECTIVE PF 10 (AP)**

Provide adequate public utilities.

**POLICY PF 10.1 (AP)**

The City shall designate adequate, appropriately located land and easements for utility uses.

**POLICY PF 10.2 (AP)**

The City shall continue to circulate development proposals to local utility providers, including Gas and Electric providers, telephone providers, local cable television providers, and irrigation districts, for their review and comment and to ensure that they can and will provide service to new development.

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### **POLICY PF 10.3**

The City shall continue to work with local utility providers to allow them adequate time to prepare plans for servicing new planned growth.

### **OBJECTIVE PF 11**

**Support adequate solid waste disposal capacity.**

#### **POLICY PF 11.1**

Reduce the City's solid waste stream 50 percent by the year 2000, as mandated by state law.

##### ***PROGRAM PF 11.1-A***

*Continue to cooperate with Kings Waste and Recycling to promote and implement source reduction, recycling, and composting as ways of reducing waste and increasing landfill capacity.*

##### ***PROGRAM PF 11.1-B***

*Continue to cooperate with private recycling businesses as ways of reducing waste and increasing landfill capacity.*

#### **POLICY PF 11.2**

Continue to participate as member of the Kings County Association of Governments and the Joint Powers of the Kings Waste and Recycling providing input on waste management issues including the construction of a new landfill and the operation of the Material Recovery Facility and Transfer Station.

*[End of Public Facilities Element]*

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## REFERENCES

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## **GLOSSARY**

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**Acre:** An area of land that equals 43,560 square feet. There are 640 acres in a square mile. In many of the agricultural areas, parcels of one square mile are called sections with smaller parcels divided into half, quarter and quarter-quarter sections of 320, 160, 80 acres respectively. *see also: net acreage, gross acreage*

**Ambient Noise Level:** The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

**Annexation:** The procedural act of changing land from one jurisdiction, usually a county, into another jurisdiction, typically a city. The process for annexation is usually established by the Local Agency Formation Commission. *see also: LAFCo*

**Area of Interest:** A geographic area, usually larger than the City, that impacts or affects development within the City. The impacts could be positive or negative, such as customers, or biotic concerns. Also known as an area of influence, the boundaries reflect the importance of areas within the region that may not be under the jurisdiction of the city. *see also: study area, sphere of influence, city limits*

**Area Plan:** Similar to a Specific Plan, an area plan provides for generalized land use, circulation and other area-wide planning for a portion of the General Plan Area. The technical requirements for an area plan are usually less stringent than those for a Specific Plan, allowing for more flexibility in the development pattern and ease of review. *see also: specific plan*

**Arterial Street:** A major transportation corridor, usually two lanes or more in each direction, with an ADT between 12,000 and 30,000 with a right of way of between 80 and 110 feet. Development along arterials is affected by noise, traffic and limited access.

**Assessment District:** An area for which an improvement or maintenance obligation has been established which is reflected in the annual property tax bill. Assessment Districts are formed to finance capital improvements such as roads, water or sewer lines or to finance on-

going operation and maintenance of improvements. It is common to form lighting and storm drainage districts to pay for maintenance of storm drainage basins and streetlights. These types of districts are typically formed at the initial stages of development when there is a relatively small number of property owners.

**Assessor's Parcel Number:** Typically abbreviated APN, refers to the maps kept by the county assessor for the purposes of assessing property taxes. These maps are different from a legal description in that they may, or may not, reflect actual property lines, as often adjacent parcels owned by the same person are considered one "parcel" for purposes of assessment. *see also: legal description*

**Average Daily Trips (ADT):** The method used to depict the vehicle carrying capacity of streets. *see also: trips, level of service*

**Blight:** Term used to define a deteriorated urban area in terms of physical and economic conditions, used in connection with redevelopment. Factors associated with physical conditions include vacant or underutilized buildings, unsafe buildings, lots that are of irregular form or shape, and inadequate infrastructure. Economic conditions include lack of public services, lack of commercial facilities usually found in business communities such as banks, grocery stores, etc., and high degree of vacancy or turnover rates. An area must be declared blighted before redevelopment can take place. *see also: redevelopment, tax increment financing*

**California Environmental Quality Act (CEQA):** Section 21000 of the Public Resources Code that governs how environmental review of projects is conducted in California. Most planners use the Governor's Office of Planning and Research Guidelines when implementing CEQA. The CEQA process can have one of the following outcomes:

1. A ruling of Exemption
2. Preparation of a Negative Declaration
3. Preparation of a Mitigated Negative Declaration
4. Preparation of an EIR

*see also: environmental impact report, negative declaration, mitigation measure, exemption*

**Capital Improvement Plan (CIP):** A timetable and schedule of all future capital improvements to be carried out during a specific period and listed in order of priority, together with cost estimates and the anticipated means and sources of financing each project.

**Circulation Element:** One of the seven required elements (§65302(b) GOVT) of a City's General Plan. Specifically, this element deals with all forms of transportation from pedestrian to airports, and is closely linked to both the Land Use and the Noise Elements of the General Plan. The circulation element sets standards for rights of way, easements, and establishes policy toward the placement of major intersections. The element usually divides roadways into different categories depending on their design, traffic load, future need and size. *see also: expressway, arterial, collector, cul-de-sac, trip, average daily trips*

**City Council:** The elected Legislative Body of the City charged with making the final decision on all issues affecting the city. *see also: planning commission*

**City Limits:** The corporate boundaries of a City that serves as the demarcation point between County jurisdiction and City jurisdiction. Within the City Limits most development activity is under the City General Plan and Zoning Ordinance and is regulated by the City Council/Planning Commission. Outside of the City Limits, development activity is regulated by the County General Plan and Zoning Ordinance and governed by the Board of Supervisors/Planning Commission. *see also: sphere of influence, special district, unincorporated community*

**Cone of Depression:** The conical region under an operating water well that represents the removal of water from the surrounding water table.

**CNEL:** Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m. CNEL and  $L_{dn}$  represent daily levels of noise exposure averaged on an annual

basis, while  $L_{eq}$  represents the average noise exposure for a shorter time period, typically one hour. *see also: L<sub>dn</sub>, L<sub>eq</sub>*

**Collector Street:** A roadway designation designed to feed into arterials. A collector street may have up to 2 lanes in each direction, and usually has signalized intersections with center turn lanes. ADT for a collector is typically between 9,000 and 12,000 with right-of-way ranging from 60 to 80 feet.

**Conditional Use Permit:** A mechanism that allows the City to review requests for a certain use within a zone to ensure compatibility with the existing surrounding uses. Specifically, the City can review the request to establish the use and determine that, with certain conditions, the use would be appropriate. *see also: use, zoning district*

**Conservation Element:** One of the seven mandated General Plan Elements (§65302(d) GOVT) that deals primarily with the use and conservation of natural resources. It is common practice to group the Conservation Element with the Open Space Element since much of the Central Valley's Natural Resource is open space.

**Council of Governments (COG):** A regional planning agency primarily responsible for regional population projections, housing needs calculations and disbursement of transportation funds.

**Cul-de-sac:** A dead end street, typically with a bulb turn-around with a minimum radius. Several design alternatives can be considered including: hammer-head turn-arounds and open-ended cul-de-sacs. Cul-de-sacs are popular with homeowners because of lower traffic volume and a sense of privacy. Cul-de-sacs can be unpopular with fire, police and other emergency personnel because of a lack of access. *see also: day-lighted cul-de-sac*

**Day-Lighted cul-de-sac:** A dead end street, typically with a bulb turn-around and a minimum radius, where the right of way of the street touches the right of way of another street usually running perpendicular to the dead end street allowing pedestrian but not vehicular access. This street pattern can also be used to

gain access to adjacent parks and other open space. *see also, cul-de-sac*

**Decibel, dB:** A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

**Dedication:** The turning over of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses are often made conditions for approval of a development by a city or county. *see also: easement, net acreage, gross acreage*

**Density:** The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan are usually expressed in units per gross acre. The actual developed number of units per acre is typically less than the maximum permitted by the General Plan due to restrictions placed on development by the Zoning Ordinance. *see also gross acreage, net acreage, zone district*

**Design Standards:** Specific development conditions established by a city governing the appearance, scale, landscaping or other physical features of development on private property.

**Development:** The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (except for agricultural activities).

**Development Agreement:** An agreement between the city and a developer that guarantees specific approvals or actions on the part of both parties. Development agreements are usually requested by the developer to guarantee City approvals in exchange for construction of large improvements and/or specific development conditions. This type of agreement is long-term and allows the cost of the improvement(s) to be spread over more

development. Development agreements are common in Specific Plan areas due to the large cost of extending services into the plan area. *see also: specific plan*

**Development/Developer Fee:** Local jurisdiction projects the direct public costs associated with a development and requires developer to pay those costs. School districts, cities, and counties and other special districts can levy development fees. Fees can be on residential and nonresidential development, with residential development usually having a higher fee, especially for school district fees.

**Dwelling Unit:** A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes independent housekeeping units, occupied, or intended for occupancy, by one household on a long-term basis. *see also: household, housing unit*

**Easement:** Typically the reservation of access through, or use of a specific portion of a private lot. For example, public utilities such as power, water, telephone and television cable, are usually located in easements along the front of private homes. The homeowner owns the property under the easement, but typically has restrictions on what can be constructed and, in some cases, planted on the easement. *see also: net acreage, gross acreage, dedication, right of way*

**Enterprise Zone:** Federal or state program designed to encourage investment and jobs in a particular location. Businesses within zones get an array of federal tax breaks, including exemption from capital gains taxes, investment tax credits, and tax credits for hiring unemployed workers from the area.

**Environmental Impact Report (EIR):** A document that identifies a project's impact on the environment, and proposes mitigation measures to address any impact. Preparation of an EIR is one of the outcomes of the environmental process defined under CEQA. *see also: mitigation measure, exemption, negative declaration, California Environmental Quality Act*

**Exemption:** One possible outcome of the environmental review process is the determination that a project is exempt from the provisions of CEQA. The State CEQA Guidelines list two specific types of exemptions: categorical and statutory. There are currently 29 actions that are specifically exempt (§15301 through §15329 of the CEQA Guidelines), from CEQA. There are also 17 statutory exemptions (§15260 through §15277 of the CEQA Guidelines). In addition, there are other exemptions from CEQA found in different sections of the California State Law. *see also: environmental impact report, negative declaration*

**Expressway:** The most major roadway typically constructed by a city or county. Expressways are usually built with at least 2 lanes in each direction and divided by a solid median. Access is severely restricted to signalized or grade separated interchanges. Design speeds are usually high, with an ADT of between 25,000 and 50,000 and a right of way of between 90 and 150 feet.

**Floor Area Ratio (FAR):** The gross floor area permitted on a site, divided by the total area of the site expressed in decimals to one or two places. For example, a FAR of .10 would allow a building equal to ten percent of the gross acreage. If a lot was 1 acre in size, a FAR of .1 would allow a building area of up to 4,356 square feet. As with residential densities, zoning restrictions or other factors such as landscaping and parking may further limit building sizes resulting in a total building size less than the maximum shown in the FAR. *see also gross acreage, net acreage*

**Gateway:** An elaborate entryway or sign signifying the entrance to a community, neighborhood or other area of special significance. Gateway's are often said to stretch along an entire roadway into a community justifying a special landscape scheme or other design considerations.

**General Plan:** A state-mandated planning document (§65300 GOVT) that the court's have defined as the "constitution of the City". All actions taken by the City must be in substantial conformance with the General Plan and any specific plans. The General Plan must have

seven elements: *Land Use, Circulation, Housing, Conservation, Open-Space, Noise and Safety*, and may have optional elements. Typical optional elements include environmental, public facilities or recreation.

State law restricts amendment of the General Plan to 4 per year, although as many amendments as necessary may be made at one time. All elements of the Plan must be consistent with each other.

It is important to note that the law refers to both text and diagrams in its definition of what constitutes a plan. It is important that the two medium be consistent with each other.

**General Plan Designation:** A category that expresses either the existing or future land use of property within the general plan area. Designations are specifically used in the land use element to differentiate between commercial, public, industrial and residential land uses and to help plan for the interaction of land uses. Zoning must be consistent with the land use designation although the actual existing use may be different than the zone. For example, land in an industrially designated area must have industrial zoning. A house located on land zoned industrial may be considered a non-conforming use, with restrictions placed on its reconstruction and/or expansion.

A General Plan Designation does not constitute a right to develop, nor does it imply an ability to develop. Although a general plan area may extend outside of the City Limits, a City usually only has jurisdiction on land within its boundaries. Thus, the designation-zoning consistency rule only applies for land within the City Limits. (Note that land outside of the City Limits has a County General Plan Designation and associated zoning that must be consistent.) *see also: sphere of influence, use, zoning, city limits*

**Goal:** A general description of a desired state of affairs for the City. Goals form the broad public purposes toward which objectives, policies and programs are directed. Since goals are general statements, more than one set of actions could be taken toward achieving a specific goal. A typical goal might be 'To ensure a safe environment.' *see also: objective, policy, program*

**Gross Acreage:** The total area of a property within its property lines. Gross acreage ignores easements, rights-of-way, dedications or other alterations that affect the amount of developable area. Typically gross acres are used to determine the maximum amount of development allowable on a given amount of land. Note that gross acreage is used to define lot area used in this fashion, and does not imply that a parcel must be an acre in size to be considered. *see also: net acreage, density, intensity*

**Habitat:** The physical location or type of environment in which an organism or biological population lives or occurs. Typically, habitats refer to specific areas such as sloughs, creeks, wetlands or forests. The term "habitat" can also refer to hunting grounds or birds or other animals that may not actually live on the property.

**Household:** All those persons, related or unrelated, who occupy a single housing unit. This definition does not imply that all residents of a household be related. *see also: dwelling unit*

**Housing Element:** One of the seven mandated elements of the General Plan (§65302(c) GOVT). This element addresses the City's share of the regional housing need as determined by the local council of governments. Goals and policies of this element are specifically focused on the ability to provide affordable housing for very-low, low and moderate income families. More than any other element of the General Plan, the State defines the content, scope and approach of the Housing Element. All Housing Elements must be approved by the State Office of Housing and Community Development. *see also: council of governments*

**Housing Unit:**

A room or group of rooms used by one or more individuals living separately from others in the structure, with direct access to the outside or to a public hall and containing separate bathroom and kitchen facilities.

**Impact:** The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social or economic conditions. Impacts are usually identified in the environmental discussion accompanying the

General Plan. For most impacts a series of mitigation measures are incorporated into the plan which help to reduce the significance of the impact. *see also: mitigation measure*

**Improvement Standards:** An adopted list of development requirements to be assessed on all construction within the City Limits. Typically improvement standards are prepared by the engineering/public works department adopted by resolution. Once adopted the standards, which deal with sidewalks, streetlights, street sections, etc., can be referred to as a single requirement on new development. *see also: subdivision*

**Infill:** Development that occurs on vacant or underdeveloped parcels surrounded, or substantially surrounded, by existing development. Infill usually occurs on parcels too small for large developers, or parcels that have odd shapes or restrictions that make it difficult to develop. Infill development often provides an opportunity to use planned development or other zoning options to encourage new construction. *see also: vacant, underdeveloped*

**Intensity:** As used in a general plan, Intensity refers to the number of people per acre or the amount of building coverage and mass per acre. For example, a single family house may be assumed to have 3.0 persons per unit, and 4.5 units per acre. Thus, the density is 4.5 units per acre, and the intensity is 13.5 persons per acre. Intensity is also used to evaluate the *bulk* of building within a given plan designation. Building height, ground coverage and setbacks all influence the intensity of development. *see also: density*

**L<sub>dn</sub>:** Day-Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

**L<sub>eq</sub>:** Equivalent Sound Level. The sound level containing the same total energy as a time varying over a given sample period. L<sub>eq</sub> is typically computed over 1, 8 and 24-hour sample periods.

**L<sub>max</sub>:** The maximum sound level recorded during a noise event.

**L<sub>n</sub>:** The sound level exceeded "n" percent of the time during a sample interval. L<sub>10</sub> equals the level exceeded 10 percent of the time (L<sub>90</sub>, L<sub>50</sub>, etc.)

**Land Use Element:** One of the seven mandated elements of the General Plan (§65302(a) GOVT). This element is perhaps the most important part of the General Plan in that it sets development direction, density and intensity. In conjunction with the circulation element, the remainder of the general plan, in some form or another, supports the goals, objectives, policies and programs found in the Land Use Element.

**Legal Description:** The written result of a land survey that precisely describes the entire boundary of all or part of a piece of land. Legal descriptions are typically used to change zone districts and annex property. *see also: annexation, assessors' parcel map, zoning district*

**Level of Service (LOS):** An expression of an existing roadway's current traffic load expressed in a range of A through F. Level of Service is also used to describe the ratio of public services to population.

**Local Agency Formation Commission (LAFCo):** A five member commission comprised of representatives from the County, various cities and the public, that is charged with encouraging orderly formation and development of local agencies, and the discouragement of urban sprawl (§56301 GOVT). LAFCo's decide on the appropriateness of annexations to cities. Although LAFCo is governed by the Cortese-Knox Governmental Reorganization Act of 1985, each LAFCo determines its own rules and procedures.

**Manufactured Home:** Pre-manufactured housing, including mobile homes certified under the National Manufactured Housing Construction and Safety Standards Act of 1974.

**Mitigation Measure:** An action, or series of actions, designed to reduce an impact to a less-than-significant level. Mitigation measures typically result from impacts identified in Environmental Impact Reports. *see also: environmental impact report*

**Negative Declaration:** A possible outcome of the CEQA process whereby the public agency files a declaration that the proposed project will not have a negative effect on the environment. Negative Declarations may include mitigation measures designed to address any potentially significant impacts to a less-than-significant level. If this is the case, the Negative Declaration is considered a Mitigated Negative Declaration. *see also: California Environmental Quality Act, Environmental Impact Report*

**Net Acreage:** Gross acreage less required dedication for streets or other alterations to the amount of buildable area. Net acreage is occasionally used to set maximum developable standards for a piece of land. *see also: gross acreage, density, intensity*

**Noise Exposure Contours:** Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and L<sub>dn</sub> contours are frequently utilized to describe community exposure to noise. *see also: CNEL, L<sub>dn</sub>*

**Objective:** A measurable step toward meeting a goal. Objectives are typically used as milestones toward meeting the broader goal statement. Whereas a goal may be 'To ensure a safe environment.', an objective might follow that states, 'Provide sufficient resources for emergency personnel to maintain their current level of service.' *see also: goal, policy, program*

**Open Space Element:** One of the seven mandated elements (§65302(e) GOVT) of the General Plan. Specifically, the open space element addresses open space in all of its forms: conservation, recreation, lakes, bays, etc. Since much of the content of this element overlaps the Conservation Element, they are typically grouped together.

**Ordinance:** A law or regulation set forth and adopted by the City. The collection of ordinances is usually referred to as the City Municipal Code and may cover everything from land uses to speed limits to water use restrictions.

**Overlay:** A land use designation on the Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner. Typically used for special areas, such as downtown districts, an overlay can provide additional flexibility in zoning or parking requirements, setting the land uses within the overlay apart from the remainder of the City.

**Parcel:** A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development. The size of new lots is usually governed by the zoning ordinance. *see also: subdivision*

**Planned Development:** A zoning process whereby the City allows flexibility in development standards in exchange for some form of amenity associated with the development. For example, Planned Developments are often used to allow townhouses or zero lot-line developments in certain zones. Planned Developments can vary from lot sizes, setbacks, height requirements, and other zoning standards, but must be consistent with the density/intensity standards set forth in the General Plan.

**Planning Commission:** The administrative body, appointed by the City Council, charged with the development and implementation of the General Plan, Zoning Map and Ordinance, and processing of subdivision maps. Issues before the Planning Commission usually take one of two forms: approval/denial or recommendation. On some issues, such as conditional use permits, the Council may delegate its approval authority to the Planning Commission, with right of appeal to the City Council. In other matters, such as General Plan Amendments, the Planning Commission makes recommendation to the City Council which has the final approval/denial authority.

**Policy:** A statement that is intended to guide future decision making, or encourage an action by the city or others, that will help meet the *objective* and *goal*. A goal 'To ensure a safe environment.' and an objective to 'Provide sufficient resources for emergency personnel to maintain their current level of service.', might have a policy that states 'New development must demonstrate that sufficient resources are available, or will be made available, to provide essential public services to the development.' *see also: goal, objective, program*

**Prezone:** Prezoning is the act of "zoning" land outside designated city limits in conformance with the General Plan. Zoning, however does not come into effect until the land is annexed into the city. *see also: zoning district, rezone*

**Program:** A specific action, or series of actions, to be taken by the City toward meeting stated goals, objectives and policies. Unlike policies, programs generally refer only to city actions. For example, a goal 'To ensure a safe environment.' and an objective to 'Provide sufficient resources for emergency personnel to maintain their current level of service.', and a policy that states 'New development must demonstrate that sufficient resources are available, or will be made available, to provide essential public services to the development.' Might have a program that states 'The City police & fire departments will establish a current service area for use in determining the ability to serve new development.' Programs are intended to be accomplished, reviewed, and possibly amended on an annual basis during the annual general plan review. *see also: goal, general plan review, objective, policy*

**Quimby Act:** A portion of the Subdivision Map Act (§66477 GOVT) that provides a mechanism for the City to require dedication of a portion land to be subdivided for park or recreational purposes. The Quimby Act pertains only to subdivisions, and allows for a payment-in-lieu of dedication for park land. The land and/or money collected under this act must be used or committed within 5 years, or returned to the land owners.

**Redevelopment:** Typically, the act of remodeling, reconstruction, rehabilitating or upgrading existing structures to either their intended or a new use. Often the term is used in conjunction with a district or area, which defines an area within which certain improvements are funded, in whole or in part, through loans based on the estimated property tax received from the more valuable structures after the improvements are completed. This process is often referred to as tax increment financing. *see also: blight, tax increment financing*

**Rezoning:** The act of changing an existing zone district to a new zone district. *see also: zoning district, prezoning*

**Right-of-Way (ROW):** A strip of land occupied, or intended to be occupied, for use as a conveyance route for vehicles, canals, utilities, pedestrians, etc. A right-of-way differs from an easement in that the public agency responsible for the conveyance actually owns the property. *see also: easement*

**Rural:** Usually referred to in the context of agricultural land uses, but may also include open space and other large, undeveloped tracts of land. Any development usually occurs on larger tracts of land exceeding one acre in size. The term is sometimes used to refer to an area, outside of city limits, without centralized sewer, water, streetlights, etc., however this generalization is not always technically correct. *see also: urban*

**SEL or SENEL:** Sound Exposure Level or Single Event Noise Exposure Level. The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure level for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.

**Setbacks:** A part of the zoning ordinance used to regulate lot coverage and building intensity within a given zone. Setbacks are also used to establish safe 'clear areas' around buildings for fire, police or aesthetic reasons. Usually, setbacks refer to an area a certain distance from a property line within which building

development can not occur. Use of setbacks creates front, side and rear yard areas in development. Planned development zoning requests often seek to amend or remove setback requirements to create attached housing or zero-lot-line developments. *see also: planned development, zoning*

**Special District:** An area defined through ordinance that provides funds to achieve a specific purpose. Special Districts are often used to pay for the installation and ongoing operation and maintenance of sewer lines, lift stations, water wells, storm drainage basins, street lights, etc.

**Specific Plan:** A detailed plan for the systematic implementation of the general plan for designated areas. As mandated by State Law, (§65450 GOVT) the specific plan addresses: 1) the distribution of, location, and extent of the uses of land, including open space, 2) the distribution location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan, 3) standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable, and 4) a program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the plan.

Specific Plans are typically used for large areas of land and allow for more site specific planning than usually occurs at the General Plan level. Use of specific plans may also include planned development zoning, different development standards than used elsewhere in the General Plan, and the use of development agreements. Development within a specific plan area must be consistent with *both* the General Plan and the Specific Plan before it can proceed. *see also: area plan, development agreement, general plan, planned development*

**Sound Level:** The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighted filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

**Sphere of Influence:** A plan for the probable ultimate physical boundaries and service area of a local agency as determined by LAFCo. (§56076 GOVT) Cities, special districts, and unincorporated communities may all have spheres of influence. The boundary, or expansion of the boundary, can only be accomplished through LAFCo action and is dependant upon the City's ability to provide services, the logic of expansion in a given area, the existence of other conflicting spheres, and the conversion of agricultural land. The sphere of influence is usually smaller than the Area of Interest, General Plan Study Area and larger than the City Limits. *see also: city limits, study area, specific urban development plan, area of interest*

**Study Area:** The planning area under consideration for the purposes of the General Plan. This area may represent a 10, 15, 20+ year development horizon, but differs from an area of interest in that the City ultimately sees development of the full study area. Typically, land use and a circulation pattern is shown for all land that falls within the study area. The study area is usually larger than the existing sphere of influence since the public improvements necessary to serve property on the outer fringes of the study area probably do not exist. *see also: city limits, sphere of influence, area of interest*

**Subdivision:** The process of dividing land into smaller parcels for the purposes of sale and/or development. The form and content of Subdivision Maps are governed by local ordinance and the Subdivision Map Act. The subdivision must be consistent with General and Specific Plans, zoning requirements and any other development standards adopted by the City. *see also: subdivision map act, parcel*

**Subdivision Map Act:** Generally, those

sections of the Government Code starting at §66410 that govern subdivisions and parcel maps. The map act sets minimum requirements for processing and filing of subdivision maps. *see also: parcel, subdivision*

**SUDP, Specific Urban Development Plan:** A boundary line established by the County to determine the ultimate probable urban limit of a City or unincorporated community. Land within the SUDP boundary is usually governed by a set of Goals, Objectives, Policies and Programs that defer to the associated city or community general or specific plan. The SUDP line is often used by the Local Agency Formation Commission to determine a sphere of influence. *see also: sphere of influence, local agency formation commission, area of interest*

**Tax Increment Finance (TIF):** The use of revenue generated by the growth of property tax values in a redevelopment area. As assessed value in redevelopment area increases, redevelopment agency receives higher tax revenue used to finance improvements. Other taxing agencies revenues continue to be calculated on original base year. *see also: blight, redevelopment*

**Trip:** A one-way journey that proceeds from an origin to a destination via a single mode of transportation. The trip is the smallest unit of movement considered in transportation planning. Each trip has one *origin* - a home for example, and one *destination* a store or place of employment. A single family home is usually assumed to average 10 trips per day. This would mean five *departures* and five *arrivals*.

**Underdeveloped:** A situation where an existing use does not take full advantage of the general plan designation, zoning or parcel size. For example, a single family home on a five acre site that is designated and zoned for multiple family development might be considered underdeveloped if, under the multiple family zoning more than one dwelling unit could be developed. The extent of underdeveloped land can cause public service problems, and the term is typically applied to parcels less than 5 acres in size that are surrounded by developed land. *see also: infill, vacant, undevelopable*

**Undevelopable:** Specific areas where topographic, geologic, and/or soil conditions indicate a significant danger to future occupants and a liability to the city. Usually these areas occur due to wetlands, noise or other identifiable features.

**Unincorporated Community:** Groupings of houses, that are not incorporated into a formal city, but that may be recognized as a census designated 'place'. Typically these communities are named and may have commercial and employment opportunities. Unincorporated communities often have spheres of influence adopted by LAFCo, and may operate under a county specific plan with a Municipal Advisory Committee or other advisory body. *see also: sphere of influence, municipal advisory committee*

**Urban:** Typically used to define an area where sewer, water, streetlights, etc., are centralized and operated by a public agency. Densities of development usually permit buildings on land less than one acre in size, and require connection to the centralized services. The term is occasionally used to refer to lands inside a city limits, although this generalization is not always correct. *see also: rural*

**Use:** The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended or constructed, erected, moved, altered and/or enlarged in accordance with the zoning ordinance and General Plan Land Use designation. Uses are typically outlined in the Land Use Element and set specifically by the appropriate zoning classification. The primary function of the Land Use Element is to establish areas where compatible uses may be developed. The zoning districts are adopted to ensure that certain development standards are followed, and that certain incompatible uses are discouraged. In some cases a use might be appropriate in a given area if certain conditions are met. In this instance a conditional use permit would be required. For example, churches might be appropriate in residential zones if sufficient parking is provided. To ensure that parking is provided, the Planning Commission could approve the use with a condition to provide parking.

Uses are usually either *conforming* - consistent with both the General Plan and the zone, or *non-conforming* - inconsistent with the General Plan, zone or both. *see also: conditional use permit, land use element, zoning district*

**Use Permit:** Abbreviated term used to refer to a conditional use permit. *see also: conditional use permit, use*

**Vacant:** Land or buildings that has not been developed to its most probable use as defined by the Land Use Element and the zone district, and is without an existing use. Agricultural land that is designated for agricultural uses is *not* considered vacant. *see also: underdeveloped*

**Vacancy Rate:** The percentage of available residential units that are vacant at any one time. The term may also be used to refer vacant commercial or industrial building space. A low vacancy rate means that families may have difficulty finding housing. A high vacancy rate may mean that too much of a certain type of housing has been constructed. Generally, a vacancy rate of between 5 - 7 percent, is considered appropriate to ensure adequate and affordable housing.

**Variance:** A mechanism that allows certain properties relief from the some standards of the zoning ordinance due to size, shape or some other physical condition. State law provides specific restrictive findings that must be made before a variance to zoning can be approved. (§65906 GOVT) The variance differs from a conditional use permit in that it deals only with the physical relief from the zoning ordinance (setbacks, coverage, etc.) and not with the use itself. *see also: conditional use permit, use*

**Williamson Act:** Also known as California Land Conservation Act of 1964. Under provisions, the property owner and county enter into 10 year agreements to keep property in agricultural (open space) use.

**Zoning District:** An ordinance that divides a city or county by into areas, or districts, that specify allowable uses for property and size restrictions for buildings within each district. By State Law, zoning districts must be consistent with the Land Use Designation. A zoning district also requires a zoning map usually based on a legal description. *see also: legal description, prezoning, rezoning*

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This glossary is intended to inform on terms associated with planning in general, and *does not* necessarily reflect the specific Goals, Objectives, Policies and Programs of the City of Corcoran General Plan or the Zoning Ordinance. Before taking any action always contact the local Planning or Building Department to inform yourself about the applicable laws.

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